Appendix A

Air Quality Assessment

Air Quality Assessment
Almond Avenue Warehouse Project
County of San Bernardino, California

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April 2020

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Appendix A: Air Quality Modeling Data

LIST OF ABBREVIATED TERMS

AQMP	air quality management plan
AB	Assembly Bill
ADT	average daily traffic
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CO	carbon monoxide
cy	cubic yards
DPM	diesel particulate matter
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
H_2S	hydrogen sulfide
Pb	lead
LST	local significance threshold
µg/m^3	micrograms per cubic meter
mg/m^3	milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NO_x	nitrogen oxide
O_3	ozone
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppm	parts per million
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SRA	source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
sf	square foot
SO_{4-2}	sulfates
SO_2	sulfur dioxide
TAC	toxic air contaminant
C_2H_3Cl	vinyl chloride
VOC	volatile organic compound

1 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the Almond Avenue Warehouse Project ("Project" or "proposed Project"). The purpose of this Air Quality Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location

The Project site is located directly east of Almond Avenue, directly north of the Whittram Avenue, west of Cherry Avenue, and south of Arrow Route Boulevard in the southwestern area of the San Bernardino County. The 9.5-acre site is located approximately three miles east of Interstate 10 (I-15), 3.6 miles south of the Foothill Freeway (SR-210), and 2.3 miles north of Christopher Columbus Transcontinental Highway (I-10); refer to **Exhibit 1: Regional Vicinity** and **Exhibit 2: Site Vicinity.**

1.2 Project Description

The Project is proposing to demolish one single family home and construct one warehouse building with ancillary office space and associated parking on approximately 9.5 acres. As shown in **Exhibit 3: Conceptual Site Plan**, the proposed Project would include one warehouse buildings for a total of approximately 185,866 square feet, 109 automobile parking spaces, 5 American Disability Act (ADA) parking spaces, and 42 trailer parking spaces. Vehicular access to the proposed Project would consist of two driveways on Almond Avenue.

Existing General Plan Land Use and Zoning Designations

The Project site and areas to the south, east, and west are zoned as Community Industrial (IC) which allows for light industrial uses and includes storage warehouses, offices, and a service garage. Properties north of the Project site are zoned Multiple Residential (RM). A single-family home is located to the north, adjacent to the Project site (see **Exhibit 2**).

Warehouse Facility

The proposed Project consists of one warehouse building, including approximately 179,866 square feet of warehouse uses and 6,000 square feet of office, for a total of 185,866 square feet; refer to **Table 1: Building Summary**.

Table 1: Building Summary

Warehouse (sf)	Office (sf)	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls
			Required	Provided	Provided
179,866	6,000	185,866	99	114	42

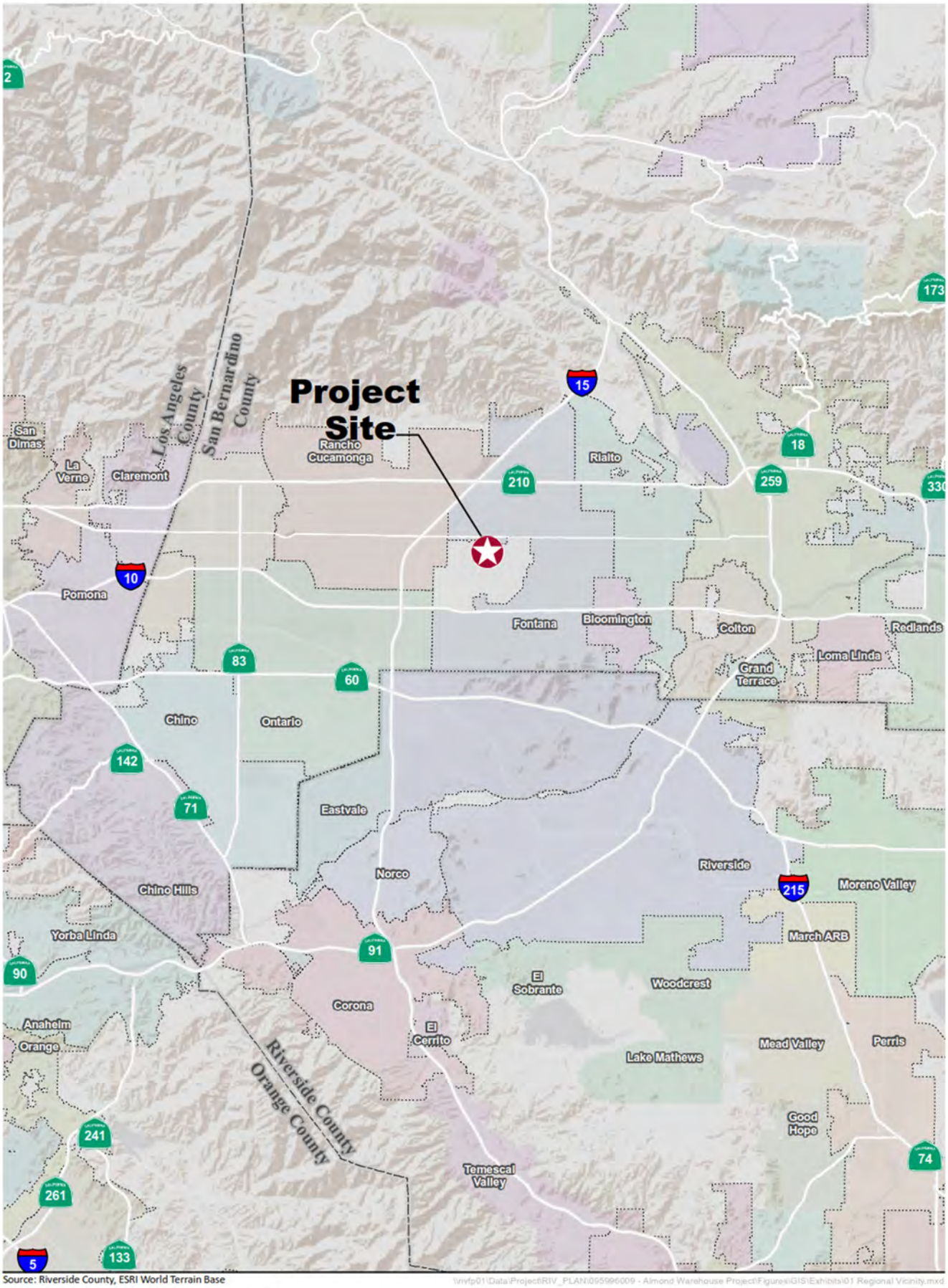
Notes:
Square feet (sf)

Site Access

Vehicular access to the proposed Project would consist of two project driveways on Almond Avenue.

Parking

The Project provides 114 automobile parking stalls, exceeding the requirement of 99 automobile parking stalls. Additionally, 42 trailer parking stalls are provided.



Source: Riverside County, ESRI World Terrain Base

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EXHIBIT 1: Regional Vicinity
Almond Avenue Warehouse

0 2.5 5
Miles

Kimley»Horn



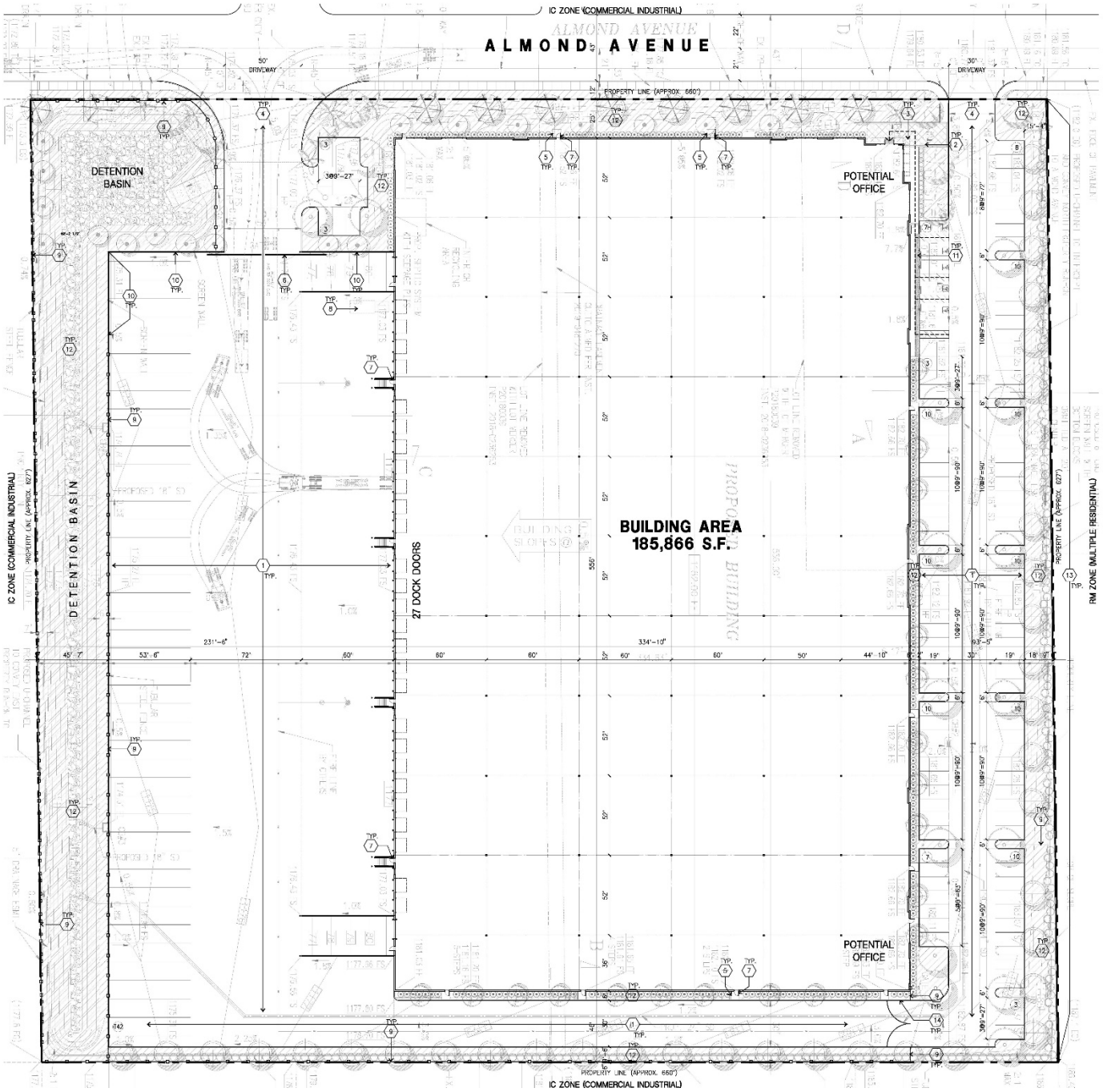
Source: NearMap - image dated 1-15-2020

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EXHIBIT 2: Site Vicinity
Almond Avenue Warehouse

0 125 250
Feet

Kimley»Horn



Source: HPA Architecture, Scheme 8, 2020

EXHIBIT 3: Conceptual Site Plan

Almond Avenue Warehouse

Not to Scale

Kimley»Horn

2 ENVIRONMENTAL SETTING

2.1 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter[1]. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of

[1] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

2.2 Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 2: Air Contaminants and Associated Public Health Concerns**.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Table 2: Air Contaminants and Associated Public Health Concerns		
Pollutant	**Major Man-Made Sources**	**Human Health Effects**
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

[1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: California Air Pollution Control Officers Association (CAPCOA), *Health Effects*, http://www.capcoa.org/health-effects/, Accessed November 19, 2019.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Fontana-Arrow Highway Monitoring Station (located approximately 350 feet north). Local air quality data from 2016 to 2018 are provided in **Table 3: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 3: Ambient Air Quality Data

Criteria Pollutant	2016	2017	2018
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.139	0.137	0.141
8-hour Maximum Concentration (ppm)	0.105	0.118	0.111
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	34.0	33.0	38.0
NAAQS 8-hour (>0.070 ppm)	49.0	49.0	69.0
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	1.660	1.622	1.339
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [1]			
1-hour Maximum Concentration (ppm)	71.7	69.2	63.0
Number of Days Standard Exceeded			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration	94.0	75.3	64.1
State 24-hour Maximum Concentration	94.8	75.3	61.5
State Annual Average Concentration (CAAQS=20 µg/m^3)	—	—	—
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	14.0	8.0	8.0
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	58.8	39.2	29.2
State 24-hour Maximum Concentration	58.8	39.2	29.2
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	3.2	3.0	0

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m^3 = micrograms per cubic meter; – = not measured

[1] Measurements taken at the Fontana-Arrow Highway Monitoring Station at 14360 Arrow Highway, Fontana, California 92335 (CARB# 36197)

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

2.3 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive land uses surrounding the Project consist mostly of single-family residential communities. Sensitive land uses nearest to the Project are shown in **Table 4: Sensitive Receptors**.

Table 4: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-Family Residential Home	Adjacent to the north
Single-Family Residential Home	75 feet to the west
Single-Family Residential Community	450 feet to the northwest
Miniserios Tesoros Escondidos	750 feet to the northeast
Single-Family Residential Community	1,000 feet to the north
Redwood Elementary School	1,500 feet to the east
Hacienda Mobile Park	2,000 feet to the north
Almond Elementary School	2,100 feet to the north
Single-Family Residential Community	2,300 feet to the east
Red Arrow Kennels	2,400 feet to the east
Fontana Christian Center	2,400 feet to the east

Source: Google Earth, 2020

3 REGULATORY SETTING

3.1 Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 5: State and Federal Ambient Air Quality Standards**.

3.2 State of California

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 5**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in **Table 5**.

Table 5: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (0.15 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

1 California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e. all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

2 National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m$_3$. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

3 Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.

4 On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

5 The national 1-hour O_3 standard was revoked by the EPA on June 15, 2005.

6 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

7 The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

8 On June 2, 2010, the EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO_2 NAAQS.

9 In December 2012, EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated “unclassifiable/attainment” must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

10 CARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure below which there are no adverse health effects determined.

11 National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016.

3.3 Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2016 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in **Table 6: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area with respect to the State O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 6: South Coast Air Basin Attainment Status		
Pollutant	**State**	**Federal**
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–
Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book)*, 2018.		

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 401 (Visible Emissions)** – A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

- **Rule 402 (Nuisance)** – This rule prohibits the 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 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

    b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.

    c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

    e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the work day to remove soil from pavement.

- **Rule 431.2** (**Sulfur Content of Liquid Fuels)** – This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

3.4 Local

County of San Bernardino General Plan

The County of San Bernardino General Plan was adopted on March 13, 2007. The Conservation Element of the General Plan provides direction regarding the conservation, development, and utilization of the County's natural resources. Air quality related goals and policies from the Conservation Element that are applicable to the Project include the following:

Goal CO 4: The County will ensure good air quality for its residents, businesses, and visitors to reduce impacts on human health and the economy.

Policy CO 4.1: Because developments can add to the wind hazard (due to increased dust, the removal of wind breaks, and other factors), the County will require either as mitigation measures in the appropriate environmental analysis required by the County for the development proposal or as conditions of approval if no environmental document is required, that developments in areas identified as susceptible to wind hazards to address site-specific analysis of:

a. Grading restrictions and/or controls on the basis of soil types, topography or season

b. Landscaping methods, plant varieties, and scheduling to maximize successful revegetation

c. Dust-control measures during grading, heavy truck travel, and other dust generating activities.

Policy CO 4.5: Reduce emissions through reduce energy consumption

a. Implement programs to phase in energy conservation improvements through the annual budget process.

County of San Bernardino Code of Ordinances

Chapter 83.01, Section 83.01.040, Air Quality, of the Codified Ordinances of the County of San Bernardino (San Bernardino County Code) establishes standards and best practices for air quality emissions within the County. The following sections of the San Bernardino County Code are applicable to the proposed project.

83.01.040 – Air Quality

(c) Diesel Exhaust Emissions Control Measures. The following emissions control measures shall apply to all discretionary land use projects approved by the County on or after January 15, 2009:

1. On-Road Diesel Vehicles. On-road diesel vehicles are regulated by the State of California Air Resources Board.

2. Off-Road Diesel Vehicle/Equipment Operations. All business establishments and contractors that use off-road diesel vehicle/equipment as part of their normal business operations shall adhere to the following measures during their operations in order to reduce diesel particulate matter emissions from diesel-fueled engines:

a. Off-road vehicles/equipment shall not be left idling on site for periods in excess of five minutes. The idling limit does not apply to:

i. Idling when queuing;

ii. Idling to verify that the vehicle is in safe operating condition;

iii. Idling for testing, servicing, repairing or diagnostic purposes;

iv. Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane);

v. Idling required to bring the machine system to operating temperature; and

vi. Idling necessary to ensure safe operation of the vehicle.

b. Use reformulated ultra-low-sulfur diesel fuel in equipment and use equipment certified by the U.S. Environmental Protection Agency (EPA) or that predates EPA regulations.

c. Maintain engines in good working order to reduce emissions.

d. Signs shall be posted requiring vehicle drivers to turn off engines when parked.

e. Any requirements or standards subsequently adopted by the South Coast Air Quality Management District, the Mojave Desert Air Quality Management District or the California Air Resources Board.

f. Provide temporary traffic control during all phases of construction.

g. On-site electrical power connections shall be provided for electric construction tools to eliminate the need for diesel-powered electric generators, where feasible.

h. Maintain construction equipment engines in good working order to reduce emissions. The developer shall have each contractor certify that all construction equipment is properly serviced and maintained in good operating condition.

i. Contractors shall use ultra low sulfur diesel fuel for stationary construction equipment as required by Air Quality Management District (AQMD) Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

j. Substitute electric and gasoline-powered equipment for diesel-powered equipment, where feasible.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Air Quality Thresholds

State CEQA Guidelines Appendix G

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

- 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 nonattainment under an applicable state or federal 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.

South Coast Air Quality Management District

Mass Emissions Thresholds. The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 7: South Coast Air Quality Management District Emissions Thresholds**.

Table 7: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Daily Emissions (pounds/day)	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Significance Thresholds,* April 2019.

Localized Carbon Monoxide. In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds. In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be

generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The Project site is located within SCAQMD SRA 34. **Table 8: Local Significance Thresholds for Construction/Operations**, shows the LSTs for 1-acre, 2-acre, and 5-acre projects in SRA 34 with sensitive receptors located within 25 meters of the Project.

Table 8: Local Significance Thresholds for Construction/Operations

Project Size	Nitrogen Oxide (NO_x) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM_{10}) – lbs/day	Fine Particulates ($PM_{2.5}$) – lbs/day
1 Acre	118/118	863/863	5/2	4/1
2 Acres	170/170	1,232/1,232	6/2	5/2
5 Acres	270/270	2,193/2,193	16/4	9/2

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology,* July 2008.

LSTs associated with all acreage categories are provided in **Table 8** for informational purposes. **Table 8** shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based daily acreage disturbed. The operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

4.2 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Air Quality Analysis

Threshold 5.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1** – The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2** – The Project will not exceed the assumptions noted in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 9**, **Table 10**, **Table 12**, and **Table 13** below, the Project would not exceed the construction standards or operational standards. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is consistent with the land use

designation and development density presented in the County's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, the Project is also consistent with the second criterion.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 5.2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e. ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the Project is estimated to last approximately seven months. Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix A: Air Quality Modeling Data** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in in **Table 9: Construction-Related Emissions**.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Mitigation Measure AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations. The recommended mitigation measures would be required to ensure compliance with SCAQMD Rules and Regulations, which would be verified and enforced through the County's development review process.

Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113. **Table 9** shows that Project construction would not exceed ROG thresholds with the implementation of Mitigation Measures AQ-2, which limits the VOC content of paint to 50 grams per liter or less.

Compliance with AQ-2 would ensure that construction ROG emissions would not exceed SCAQMD thresholds.

Table 9: Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction Year 1 (2020)	4.17	42.48	22.83	0.05	9.43	5.94
Construction Year 2 (2021)	24.89	36.59	40.09	0.08	3.56	2.12
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.

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

As shown in **Table 9**, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above and required by Mitigation Measures AQ-1 and AQ-2.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 10: Long-Term Operational Emissions**. Note that emissions rates differ from summer to winter because different weather patterns affect pollutant mixing, dispersion, O_3 formation, and other factors. As shown in **Table 10,** the Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

Area Source Emissions

Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site. As shown in **Table 10**, area source emissions from the Project would not exceed SCAQMD thresholds for either the winter or summer seasons. Therefore, mitigation measures are not required to reduce criteria pollutants and no significant impacts are anticipated.

Energy Source Emissions

Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in **Table 10**, energy source emissions from the Project would not exceed SCAQMD thresholds for

criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, impacts associated with operational air quality would be less than significant.

Table 10: Long-Term Operational Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions						
Area Source Emissions	4.19	<0.01	0.03	0.00	<0.01	<0.01
Energy Emissions	0.01	0.10	0.08	<0.01	<0.01	<0.01
Mobile Emissions	2.33	14.66	20.74	0.07	4.64	1.35
Off-Road Emissions	0.25	2.35	2.33	<0.01	0.16	0.15
Total Emissions	**6.80**	**17.12**	**23.19**	**0.07**	**4.82**	**1.52**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source Emissions	4.19	<0.01	0.03	0.00	<0.01	<0.01
Energy Emissions	0.01	0.10	0.08	<0.01	<0.01	<0.01
Mobile Emissions	1.95	15.38	19.10	0.07	4.64	1.35
Off-Road Emissions	0.25	2.35	2.33	<0.01	0.16	0.15
Total Emissions	**6.42**	**17.84**	**21.56**	**0.07**	**4.82**	**1.52**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*55*	*150*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.
Note: Total values are from CalEEMod and may not add up 100% due to rounding.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the Project's daily vehicle trip generation from the Project Trip Generation and Vehicle Miles Traveled (VMT) technical memorandum (prepared by Transolutions, January 2020). The Project would generate 324 daily vehicle trips (20.4 percent trucks). As shown in **Table 10**, the anticipated mobile source emissions do not exceed SCAQMD thresholds for criteria pollutants. Therefore, air quality impacts associated with mobile source emissions from the Project would be less than significant.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in

emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 9** above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 10**, the Project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Mitigation Measures:

AQ-1 Prior to the issuance of grading permits, the County Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

AQ-2 The applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less. Contract specifications shall be included in the construction documents for the Project, which shall be reviewed and approved by the County San Bernardino prior to the issuance of building permits.

Level of Significance: Less than significant impact with mitigation incorporated.

Threshold 5.3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

Localized Construction Significance Analysis

The nearest sensitive receptors are the single-family residences located 50 feet (15 meters) to the north of the Project. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 11: Equipment-Specific Maximum Daily Soil Disturbance Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 3.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 11: Equipment-Specific Maximum Daily Soil Disturbance Rates					
Construction Phase	**Equipment Type**	**Equipment Quantity**	**Acres Graded per 8-Hour Day**	**Operating Hours per Day**	**Acres Graded per Day**
Site Preparation	Tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.5
Total Acres Graded per Day					**3.5**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences located 50 feet (15 meters) north of the Project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. **Table 12: Localized Significance of Construction Emissions**, presents the results of localized emissions during construction. **Table 12** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 12: Localized Significance of Construction Emissions (Maximum Pounds Per Day)				
Construction Activity	**Nitrogen Oxide (NO_x)**	**Carbon Monoxide (CO)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
Demolition	33.20	21.75	1.69	1.54
Site Preparation	42.41	21.51	9.24	5.89
Grading	26.38	16.05	3.82	2.48
Construction	19.18	16.84	1.11	1.05
Paving	12.91	14.65	0.67	0.62
Architectural Coating	1.52	1.81	0.09	0.09
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 25 meters)	*220*	*1,339*	*11*	*6*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. warehouse or transfer facilities). Since the Project is a warehouse, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. LSTs for receptors located at 25 meters for SRA 34 were utilized in this analysis. As noted above, the LSTs increase as site acreage increases. Although the Project site is on nine acres, the five-acre LSTs are conservative for evaluation of a nine-acre site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown

in **Table 13: Localized Significance of Operational Emissions**, conservatively include all on-site Project-related stationary sources and 50 percent of the Project-related new mobile sources, since a portion of mobile sources could include trucks idling on-site. **Table 13** shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 13: Localized Significance of Operational Emissions (Maximum Pounds Per Day)

Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions	10.15	12.81	2.5	0.84
SCAQMD Localized Screening Threshold (5 acres at 25 meters)	*270*	*1,720*	*4*	*2*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

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

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The Friant Ranch project was a 942-acre Specific Plan that involved a commercial master planned community of approximately 2,500 dwelling units and extensive commercial supporting development. The anticipated air quality impacts resulting from this development included significant and unavoidable emissions of multiple criteria pollutants (including significant emissions of both primary O_3 precursors [NO_X and ROGs]) at levels that exceeded the daily thresholds of significance. As noted above and shown in **Table 10**, the Project's operational emissions will not exceed the SCAQMD's significance thresholds, resulting in a less than significant impact.

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O_3 nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[2] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_X and ROG are precursor emissions that form O_3 in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological

[2] Code of Federal Regulation (CFR) [i.e. PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

conditions for these reactions to occur, so O_3 may be formed at a distance downwind from the sources. Breathing ground-level O_3 can result health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O_3 concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O_3 can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According the SCAQMD's 2016 AQMP, O_3, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O_3 standard in 2023 would lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard by 2022. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing O_3 levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g. refineries, power plants, etc.), natural gas combustion equipment (e.g. boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMD also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_X emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_X from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_X reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, Project emissions would be less than significant with mitigation and would not exceed SCAQMD thresholds (refer to **Table 9** and **Table 10**). Localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 12** and **Table 13**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the

health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 324 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e. potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located adjacent to the site, approximately 50 feet from the property boundary and major Project construction areas. Project construction involves phased activities in several areas across the site and the project would not require the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location of the plan area and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

Operational Diesel Particulate Matter

An operational phase mobile source HRA was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from the California Office of Environmental Health Hazard Assessment (OEHHA). The analysis evaluated on- and off-site impacts from the diesel trucks accessing the site on nearby sensitive receptors. The discussion below summarizes the methodology and results of the Almond Avenue Warehouse Project Health Risk Assessment, prepared by Kimley-Horn, March 2020.

The On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2017 version 1.0.2 was used to obtain the emission factors for in grams per mile for vehicle travel and grams per hour for vehicle idling. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window.

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. The trucking routes were determined per the transportation analysis conducted for the proposed Project.

Air dispersion modeling for the HRA was performed using the United States Environmental Protection Agency (U.S. EPA) AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Fontana Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis was prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.[3]

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time.

[3] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance, accessed February 5, 2020.

Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on these worst-case exposure duration scenarios. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case location of the Project was assessed.

As discussed in the Project Health Risk Assessment, the highest expected annual average diesel PM_{10} emission concentrations near sensitive receptors would be 0.0251 µg/m^3. The calculations conservatively assume no cleaner technology with lower emissions in future years. The highest calculated carcinogenic risk resulting from the Project is 1.69 per million residents, which is below the SCAQMD's 10 in one million threshold. Therefore, impacts related to cancer risk would be less than significant at nearby residential communities.

Acute and chronic impacts were also evaluated in the HRA. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index from the Project would be 0.0005 and 0.0026, respectively. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 5.4 Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g. diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. Additionally, odors that could be generated by construction activities are required to comply with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. Project operations would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors.

Mitigation Measures: No mitigation is required.

Level of Significance: No impact.

6 REFERENCES

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Appendix A

Air Quality Modeling Data

Almond Warehouse Proejct

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.14	6,000.00	0
Unrefrigerated Warehouse-No Rail	180.17	1000sqft	4.14	180,167.00	0
Parking Lot	110.00	Space	0.99	44,000.00	0
Parking Lot	41.34	1000sqft	0.95	41,340.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	510.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Almond Warehouse Proejct - San Bernardino-South Coast County, Summer

Project Characteristics - Adjusted per the SCE 2018 Corporate Responsibility and Sustainability Report. The report provides intensity factor of CO2e, the CO2 intensity factor is calculated as 513-25*0.029-298*0.00617=5.4363 to avoid double counting.

Land Use - based on site plan, Scheme 8, 1/7/2020, Warehouse - 180,167 sf Office - 6,000 sf , Cars - 110 stalls, Trucks (12x53) 37 stalls + 27 docks, = 64 , 41,340 sf

Construction Phase - based on 7 month construction schedule

Demolition - Demo existing house. Existing house approx. 2,000 sf based on Google Earth

Grading - balanced site

Vehicle Trips - ADT = 324/ 180.167 = 1.798331547952732742400106567795 4

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Energy Use -

Construction Off-road Equipment Mitigation - Rule 403

Area Mitigation - Low VOC paint

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

Water Mitigation - use low flow fixtures

Waste Mitigation - AB 939

Operational Off-Road Equipment - assume 2 electric forklifts

Fleet Mix - based on Translutions Memo 1-20-2020

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12

tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	85.00
tblConstructionPhase	NumDays	230.00	120.00
tblConstructionPhase	NumDays	20.00	85.00
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.55	0.44
tblFleetMix	LHD2	5.2670e-003	0.03
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblLandUse	LandUseSquareFeet	180,170.00	180,167.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	510.44
tblVehicleEF	HHD	1.24	0.24
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	56.78
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tblVehicleEF	HHD	2.87	4.04

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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
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tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	4.76	58.80
tblVehicleEF	HHD	0.58	0.81
tblVehicleEF	HHD	1.89	1.3520e-003
tblVehicleEF	HHD	6,415.00	11,145.04
tblVehicleEF	HHD	1,493.95	1,530.36
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tblVehicleEF	HHD	26.84	63.77
tblVehicleEF	HHD	2.83	3.98
tblVehicleEF	HHD	20.20	1.89
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.06	0.06

tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.02	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	9.4000e-005	4.1000e-005
tblVehicleEF	HHD	3.7830e-003	7.1000e-005
tblVehicleEF	HHD	0.96	4.20
tblVehicleEF	HHD	5.6000e-005	2.4000e-005
tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.5900e-004	3.1300e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	9.4000e-005	4.1000e-005
tblVehicleEF	HHD	3.7830e-003	7.1000e-005
tblVehicleEF	HHD	1.10	4.81
tblVehicleEF	HHD	5.6000e-005	2.4000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.5900e-004	3.1300e-004
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	LDA	4.6640e-003	2.8720e-003
tblVehicleEF	LDA	6.4640e-003	0.05

tblVehicleEF	LDA	0.62	0.73
tblVehicleEF	LDA	1.32	2.18
tblVehicleEF	LDA	261.85	271.31
tblVehicleEF	LDA	59.28	55.44
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.05	0.31
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	2.6230e-003	2.6840e-003
tblVehicleEF	LDA	6.1500e-004	5.4900e-004
tblVehicleEF	LDA	0.05	0.31
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.10	0.27
tblVehicleEF	LDA	5.3170e-003	3.2410e-003
tblVehicleEF	LDA	5.3900e-003	0.05
tblVehicleEF	LDA	0.76	0.88

tblVehicleEF	LDA	1.10	1.83
tblVehicleEF	LDA	286.52	293.82
tblVehicleEF	LDA	59.28	54.78
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.18
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.10	0.57
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.46
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.8710e-003	2.9070e-003
tblVehicleEF	LDA	6.1100e-004	5.4200e-004
tblVehicleEF	LDA	0.10	0.57
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.46
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDA	4.5320e-003	2.8130e-003
tblVehicleEF	LDA	6.4200e-003	0.05
tblVehicleEF	LDA	0.58	0.70
tblVehicleEF	LDA	1.30	2.18

tblVehicleEF	LDA	256.02	267.12
tblVehicleEF	LDA	59.28	55.45
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.19
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	2.5640e-003	2.6430e-003
tblVehicleEF	LDA	6.1500e-004	5.4900e-004
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDT1	0.02	8.7920e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.71	1.72
tblVehicleEF	LDT1	4.02	2.48
tblVehicleEF	LDT1	323.73	321.83

tblVehicleEF	LDT1	72.77	67.22
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.24	0.32
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.19	0.94
tblVehicleEF	LDT1	0.36	0.29
tblVehicleEF	LDT1	0.13	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.93
tblVehicleEF	LDT1	0.29	0.47
tblVehicleEF	LDT1	3.2600e-003	3.1850e-003
tblVehicleEF	LDT1	7.9900e-004	6.6500e-004
tblVehicleEF	LDT1	0.19	0.94
tblVehicleEF	LDT1	0.36	0.29
tblVehicleEF	LDT1	0.13	0.66
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.93
tblVehicleEF	LDT1	0.31	0.52
tblVehicleEF	LDT1	0.02	9.8170e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	2.05	2.04
tblVehicleEF	LDT1	3.30	2.07
tblVehicleEF	LDT1	352.65	345.31
tblVehicleEF	LDT1	72.77	66.35

tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	0.22	0.30
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.40	1.78
tblVehicleEF	LDT1	0.44	0.34
tblVehicleEF	LDT1	0.29	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.92
tblVehicleEF	LDT1	0.24	0.41
tblVehicleEF	LDT1	3.5540e-003	3.4170e-003
tblVehicleEF	LDT1	7.8600e-004	6.5700e-004
tblVehicleEF	LDT1	0.40	1.78
tblVehicleEF	LDT1	0.44	0.34
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.92
tblVehicleEF	LDT1	0.26	0.44
tblVehicleEF	LDT1	0.01	8.6230e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.62	1.66
tblVehicleEF	LDT1	3.95	2.48
tblVehicleEF	LDT1	316.91	317.45
tblVehicleEF	LDT1	72.77	67.23
tblVehicleEF	LDT1	0.17	0.14

tblVehicleEF	LDT1	0.24	0.32
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.20	0.93
tblVehicleEF	LDT1	0.41	0.33
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.25	1.09
tblVehicleEF	LDT1	0.28	0.48
tblVehicleEF	LDT1	3.1900e-003	3.1410e-003
tblVehicleEF	LDT1	7.9800e-004	6.6500e-004
tblVehicleEF	LDT1	0.20	0.93
tblVehicleEF	LDT1	0.41	0.33
tblVehicleEF	LDT1	0.12	0.63
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.09
tblVehicleEF	LDT1	0.31	0.52
tblVehicleEF	LDT2	6.9330e-003	4.9710e-003
tblVehicleEF	LDT2	9.2890e-003	0.08
tblVehicleEF	LDT2	0.85	1.09
tblVehicleEF	LDT2	1.85	2.81
tblVehicleEF	LDT2	363.70	346.08
tblVehicleEF	LDT2	81.97	72.50
tblVehicleEF	LDT2	0.10	0.10
tblVehicleEF	LDT2	0.16	0.33

tblVehicleEF	LDT2	1.7370e-003	1.6810e-003
tblVehicleEF	LDT2	2.4180e-003	2.0130e-003
tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.36
tblVehicleEF	LDT2	3.6440e-003	3.4240e-003
tblVehicleEF	LDT2	8.5100e-004	7.1700e-004
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LDT2	7.8730e-003	5.5830e-003
tblVehicleEF	LDT2	7.7350e-003	0.07
tblVehicleEF	LDT2	1.04	1.31
tblVehicleEF	LDT2	1.53	2.36
tblVehicleEF	LDT2	397.09	369.05
tblVehicleEF	LDT2	81.97	71.61
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.15	0.31
tblVehicleEF	LDT2	1.7370e-003	1.6810e-003

tblVehicleEF	LDT2	2.4180e-003	2.0130e-003
tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.14	0.89
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.12	0.73
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.10	0.31
tblVehicleEF	LDT2	3.9810e-003	3.6510e-003
tblVehicleEF	LDT2	8.4600e-004	7.0900e-004
tblVehicleEF	LDT2	0.14	0.89
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.12	0.73
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.11	0.34
tblVehicleEF	LDT2	6.7430e-003	4.8730e-003
tblVehicleEF	LDT2	9.2200e-003	0.08
tblVehicleEF	LDT2	0.81	1.05
tblVehicleEF	LDT2	1.82	2.82
tblVehicleEF	LDT2	355.82	341.80
tblVehicleEF	LDT2	81.97	72.52
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.16	0.33
tblVehicleEF	LDT2	1.7370e-003	1.6810e-003
tblVehicleEF	LDT2	2.4180e-003	2.0130e-003

tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.05	0.38
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.55
tblVehicleEF	LDT2	0.12	0.37
tblVehicleEF	LDT2	3.5650e-003	3.3820e-003
tblVehicleEF	LDT2	8.5100e-004	7.1800e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.05	0.38
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.55
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LHD1	5.4860e-003	0.07
tblVehicleEF	LHD1	0.01	6.6980e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.16	0.82
tblVehicleEF	LHD1	2.77	0.96
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.60
tblVehicleEF	LHD1	30.92	10.27
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.26	1.38

tblVehicleEF	LHD1	1.02	0.30
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	3.7970e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.30
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tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003
tblVehicleEF	LHD1	6.0360e-003	6.4470e-003
tblVehicleEF	LHD1	3.6200e-004	1.0200e-004
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tblVehicleEF	LHD1	0.11	0.08
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tblVehicleEF	LHD1	1.8480e-003	0.02
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.31	0.08
tblVehicleEF	LHD1	5.4860e-003	0.07

tblVehicleEF	LHD1	0.01	6.8390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.18	0.83
tblVehicleEF	LHD1	2.58	0.91
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.62
tblVehicleEF	LHD1	30.92	10.18
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.12	1.29
tblVehicleEF	LHD1	0.97	0.29
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	7.5090e-003	0.08
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	4.2150e-003	0.04
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003

tblVehicleEF	LHD1	6.0370e-003	6.4470e-003
tblVehicleEF	LHD1	3.5800e-004	1.0100e-004
tblVehicleEF	LHD1	7.5090e-003	0.08
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	4.2150e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.4860e-003	0.07
tblVehicleEF	LHD1	0.01	6.7060e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.16	0.82
tblVehicleEF	LHD1	2.72	0.96
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.60
tblVehicleEF	LHD1	30.92	10.26
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.22	1.36
tblVehicleEF	LHD1	1.00	0.29
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003

tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	4.1760e-003	0.04
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	1.8200e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.38	0.56
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003
tblVehicleEF	LHD1	6.0360e-003	6.4470e-003
tblVehicleEF	LHD1	3.6100e-004	1.0200e-004
tblVehicleEF	LHD1	4.1760e-003	0.04
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	1.8200e-003	0.02
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.38	0.56
tblVehicleEF	LHD1	0.31	0.08
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.2410e-003	4.4730e-003
tblVehicleEF	LHD2	9.1660e-003	9.5030e-003
tblVehicleEF	LHD2	0.12	1.91
tblVehicleEF	LHD2	0.55	0.54
tblVehicleEF	LHD2	1.29	0.60
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.54

tblVehicleEF	LHD2	24.89	7.66
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.69	1.49
tblVehicleEF	LHD2	0.56	0.20
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	1.4000e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	7.3800e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
tblVehicleEF	LHD2	5.9810e-003	6.5320e-003
tblVehicleEF	LHD2	2.7300e-004	7.6000e-005
tblVehicleEF	LHD2	1.4000e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	7.3800e-004	0.01
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.14	0.05
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.3190e-003	4.5210e-003
tblVehicleEF	LHD2	8.7380e-003	9.1370e-003
tblVehicleEF	LHD2	0.12	1.91
tblVehicleEF	LHD2	0.56	0.55
tblVehicleEF	LHD2	1.21	0.57
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.55
tblVehicleEF	LHD2	24.89	7.61
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.59	1.41
tblVehicleEF	LHD2	0.54	0.19
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	2.7070e-003	0.04
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	1.6130e-003	0.02
tblVehicleEF	LHD2	0.06	0.06

tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
tblVehicleEF	LHD2	5.9810e-003	6.5320e-003
tblVehicleEF	LHD2	2.7100e-004	7.5000e-005
tblVehicleEF	LHD2	2.7070e-003	0.04
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	1.6130e-003	0.02
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.13	0.05
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.2490e-003	4.4770e-003
tblVehicleEF	LHD2	9.0820e-003	9.4560e-003
tblVehicleEF	LHD2	0.12	1.91
tblVehicleEF	LHD2	0.55	0.54
tblVehicleEF	LHD2	1.27	0.60
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.54
tblVehicleEF	LHD2	24.89	7.66
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.67	1.47
tblVehicleEF	LHD2	0.55	0.19
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	1.4600e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	7.2300e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.31
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
tblVehicleEF	LHD2	5.9810e-003	6.5320e-003
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tblVehicleEF	LHD2	1.4600e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	7.2300e-004	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.31
tblVehicleEF	LHD2	0.13	0.05
tblVehicleEF	MCY	0.00	2.35
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	21.02	19.60
tblVehicleEF	MCY	9.91	8.58

tblVehicleEF	MCY	167.12	212.10
tblVehicleEF	MCY	46.87	61.05
tblVehicleEF	MCY	1.17	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	1.45	2.84
tblVehicleEF	MCY	0.85	0.80
tblVehicleEF	MCY	0.80	1.56
tblVehicleEF	MCY	2.26	2.35
tblVehicleEF	MCY	0.50	1.97
tblVehicleEF	MCY	2.17	1.85
tblVehicleEF	MCY	2.0790e-003	2.0990e-003
tblVehicleEF	MCY	6.9500e-004	6.0400e-004
tblVehicleEF	MCY	1.45	2.84
tblVehicleEF	MCY	0.85	0.80
tblVehicleEF	MCY	0.80	1.56
tblVehicleEF	MCY	2.76	2.88
tblVehicleEF	MCY	0.50	1.97
tblVehicleEF	MCY	2.37	2.02
tblVehicleEF	MCY	0.00	2.30
tblVehicleEF	MCY	0.41	0.34
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	21.14	19.61
tblVehicleEF	MCY	9.06	7.90

tblVehicleEF	MCY	167.12	211.94
tblVehicleEF	MCY	46.87	59.22
tblVehicleEF	MCY	0.99	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	3.14	5.54
tblVehicleEF	MCY	1.28	1.12
tblVehicleEF	MCY	2.14	3.54
tblVehicleEF	MCY	2.19	2.30
tblVehicleEF	MCY	0.50	1.94
tblVehicleEF	MCY	1.87	1.62
tblVehicleEF	MCY	2.0790e-003	2.0970e-003
tblVehicleEF	MCY	6.7100e-004	5.8600e-004
tblVehicleEF	MCY	3.14	5.54
tblVehicleEF	MCY	1.28	1.12
tblVehicleEF	MCY	2.14	3.54
tblVehicleEF	MCY	2.69	2.83
tblVehicleEF	MCY	0.50	1.94
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.00	2.33
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	20.06	19.08
tblVehicleEF	MCY	9.53	8.41

tblVehicleEF	MCY	167.12	211.21
tblVehicleEF	MCY	46.87	60.69
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	1.71	3.14
tblVehicleEF	MCY	1.14	1.06
tblVehicleEF	MCY	0.72	1.49
tblVehicleEF	MCY	2.22	2.33
tblVehicleEF	MCY	0.57	2.24
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0630e-003	2.0900e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.71	3.14
tblVehicleEF	MCY	1.14	1.06
tblVehicleEF	MCY	0.72	1.49
tblVehicleEF	MCY	2.71	2.86
tblVehicleEF	MCY	0.57	2.24
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.4810e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.55	1.30
tblVehicleEF	MDV	3.59	3.42
tblVehicleEF	MDV	498.66	426.46

tblVehicleEF	MDV	110.76	89.63
tblVehicleEF	MDV	0.20	0.13
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.10	0.54
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.48
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	5.0000e-003	4.2170e-003
tblVehicleEF	MDV	1.1710e-003	8.8700e-004
tblVehicleEF	MDV	0.10	0.54
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.48
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.31	0.52
tblVehicleEF	MDV	0.02	7.2390e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.87	1.53
tblVehicleEF	MDV	2.99	2.87
tblVehicleEF	MDV	542.90	450.72
tblVehicleEF	MDV	110.76	88.52

tblVehicleEF	MDV	0.18	0.11
tblVehicleEF	MDV	0.33	0.39
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.21	1.01
tblVehicleEF	MDV	0.24	0.20
tblVehicleEF	MDV	0.18	0.88
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.24	0.41
tblVehicleEF	MDV	5.4470e-003	4.4570e-003
tblVehicleEF	MDV	1.1600e-003	8.7600e-004
tblVehicleEF	MDV	0.21	1.01
tblVehicleEF	MDV	0.24	0.20
tblVehicleEF	MDV	0.18	0.88
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.26	0.45
tblVehicleEF	MDV	0.01	6.3480e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.47	1.25
tblVehicleEF	MDV	3.53	3.43
tblVehicleEF	MDV	488.33	421.93
tblVehicleEF	MDV	110.76	89.65
tblVehicleEF	MDV	0.19	0.12

tblVehicleEF	MDV	0.35	0.41
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.10	0.50
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.08	0.46
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.59
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	4.8960e-003	4.1720e-003
tblVehicleEF	MDV	1.1700e-003	8.8700e-004
tblVehicleEF	MDV	0.10	0.50
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.08	0.46
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.59
tblVehicleEF	MDV	0.31	0.53
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.60	1.54
tblVehicleEF	MH	6.96	2.21
tblVehicleEF	MH	1,048.28	1,507.66
tblVehicleEF	MH	59.91	19.26
tblVehicleEF	MH	1.64	1.53
tblVehicleEF	MH	0.95	0.24

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	1.56	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.04
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.60
tblVehicleEF	MH	0.40	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2000e-004	1.9100e-004
tblVehicleEF	MH	1.56	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.04
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.60
tblVehicleEF	MH	0.44	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.74	1.58
tblVehicleEF	MH	6.31	2.05
tblVehicleEF	MH	1,048.28	1,507.73
tblVehicleEF	MH	59.91	19.00
tblVehicleEF	MH	1.50	1.42

tblVehicleEF	MH	0.90	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	3.12	0.21
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	1.30	0.09
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.59
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0900e-004	1.8800e-004
tblVehicleEF	MH	3.12	0.21
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	1.30	0.09
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.59
tblVehicleEF	MH	0.41	0.10
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.61	1.54
tblVehicleEF	MH	6.87	2.21
tblVehicleEF	MH	1,048.28	1,507.66
tblVehicleEF	MH	59.91	19.27

tblVehicleEF	MH	1.61	1.50
tblVehicleEF	MH	0.94	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	1.88	0.13
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.05
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.68
tblVehicleEF	MH	0.40	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.1900e-004	1.9100e-004
tblVehicleEF	MH	1.88	0.13
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.05
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.68
tblVehicleEF	MH	0.43	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.1450e-003	5.9780e-003
tblVehicleEF	MHD	0.06	3.0950e-003
tblVehicleEF	MHD	0.33	3.22
tblVehicleEF	MHD	0.31	0.52

tblVehicleEF	MHD	6.00	0.36
tblVehicleEF	MHD	155.10	780.82
tblVehicleEF	MHD	1,105.72	1,006.19
tblVehicleEF	MHD	53.92	2.99
tblVehicleEF	MHD	0.63	6.91
tblVehicleEF	MHD	1.08	2.32
tblVehicleEF	MHD	11.74	1.38
tblVehicleEF	MHD	4.3700e-004	0.02
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	4.1800e-004	0.02
tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	1.4330e-003	4.5970e-003
tblVehicleEF	MHD	0.05	7.3280e-003
tblVehicleEF	MHD	0.02	0.18
tblVehicleEF	MHD	7.1400e-004	2.3840e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.36	0.02
tblVehicleEF	MHD	1.4910e-003	7.3950e-003
tblVehicleEF	MHD	0.01	9.5620e-003
tblVehicleEF	MHD	6.4400e-004	3.0000e-005
tblVehicleEF	MHD	1.4330e-003	4.5970e-003
tblVehicleEF	MHD	0.05	7.3280e-003
tblVehicleEF	MHD	0.03	0.23
tblVehicleEF	MHD	7.1400e-004	2.3840e-003

tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.2290e-003	6.0070e-003
tblVehicleEF	MHD	0.05	2.9710e-003
tblVehicleEF	MHD	0.24	2.72
tblVehicleEF	MHD	0.32	0.52
tblVehicleEF	MHD	5.61	0.34
tblVehicleEF	MHD	164.29	793.74
tblVehicleEF	MHD	1,105.72	1,006.20
tblVehicleEF	MHD	53.92	2.96
tblVehicleEF	MHD	0.65	6.98
tblVehicleEF	MHD	1.01	2.18
tblVehicleEF	MHD	11.70	1.38
tblVehicleEF	MHD	3.6900e-004	0.02
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	3.5300e-004	0.02
tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	2.8480e-003	8.4260e-003
tblVehicleEF	MHD	0.05	8.5070e-003
tblVehicleEF	MHD	0.02	0.17
tblVehicleEF	MHD	1.6690e-003	4.8010e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04

tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	1.5770e-003	7.5180e-003
tblVehicleEF	MHD	0.01	9.5630e-003
tblVehicleEF	MHD	6.3800e-004	2.9000e-005
tblVehicleEF	MHD	2.8480e-003	8.4260e-003
tblVehicleEF	MHD	0.05	8.5070e-003
tblVehicleEF	MHD	0.03	0.22
tblVehicleEF	MHD	1.6690e-003	4.8010e-003
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.38	0.02
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.1530e-003	5.9780e-003
tblVehicleEF	MHD	0.06	3.0730e-003
tblVehicleEF	MHD	0.46	3.91
tblVehicleEF	MHD	0.31	0.52
tblVehicleEF	MHD	5.90	0.36
tblVehicleEF	MHD	142.41	762.95
tblVehicleEF	MHD	1,105.72	1,006.19
tblVehicleEF	MHD	53.92	2.99
tblVehicleEF	MHD	0.60	6.81
tblVehicleEF	MHD	1.06	2.28
tblVehicleEF	MHD	11.73	1.38
tblVehicleEF	MHD	5.3200e-004	0.03
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	5.0900e-004	0.03

tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	1.5800e-003	4.8400e-003
tblVehicleEF	MHD	0.05	8.2350e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	7.0500e-004	2.4390e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.36	0.02
tblVehicleEF	MHD	1.3710e-003	7.2250e-003
tblVehicleEF	MHD	0.01	9.5620e-003
tblVehicleEF	MHD	6.4300e-004	3.0000e-005
tblVehicleEF	MHD	1.5800e-003	4.8400e-003
tblVehicleEF	MHD	0.05	8.2350e-003
tblVehicleEF	MHD	0.04	0.24
tblVehicleEF	MHD	7.0500e-004	2.4390e-003
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.39	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	0.01	8.8680e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	9.46
tblVehicleEF	OBUS	0.73	0.98
tblVehicleEF	OBUS	6.67	1.67
tblVehicleEF	OBUS	70.21	1,555.56
tblVehicleEF	OBUS	1,126.32	1,439.48

tblVehicleEF	OBUS	71.08	13.85
tblVehicleEF	OBUS	0.32	9.92
tblVehicleEF	OBUS	1.10	1.64
tblVehicleEF	OBUS	1.97	0.99
tblVehicleEF	OBUS	1.1300e-004	0.04
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	1.0800e-004	0.04
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	2.2350e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.41	0.08
tblVehicleEF	OBUS	6.8200e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2800e-004	1.3700e-004
tblVehicleEF	OBUS	2.2350e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.09

tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	0.01	9.0270e-003
tblVehicleEF	OBUS	0.03	0.01
tblVehicleEF	OBUS	0.26	8.98
tblVehicleEF	OBUS	0.75	0.99
tblVehicleEF	OBUS	6.11	1.56
tblVehicleEF	OBUS	73.34	1,565.29
tblVehicleEF	OBUS	1,126.32	1,439.51
tblVehicleEF	OBUS	71.08	13.65
tblVehicleEF	OBUS	0.33	9.91
tblVehicleEF	OBUS	1.02	1.53
tblVehicleEF	OBUS	1.92	0.99
tblVehicleEF	OBUS	9.5000e-005	0.03
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	9.1000e-005	0.03
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	4.3510e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	2.1830e-003	0.03
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.39	0.08
tblVehicleEF	OBUS	7.1200e-004	0.01
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	8.1800e-004	1.3500e-004
tblVehicleEF	OBUS	4.3510e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	2.1830e-003	0.03
tblVehicleEF	OBUS	0.07	0.11
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.42	0.08
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	0.01	8.8720e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	10.12
tblVehicleEF	OBUS	0.73	0.98
tblVehicleEF	OBUS	6.62	1.68
tblVehicleEF	OBUS	65.88	1,542.13
tblVehicleEF	OBUS	1,126.32	1,439.48
tblVehicleEF	OBUS	71.08	13.85
tblVehicleEF	OBUS	0.31	9.95
tblVehicleEF	OBUS	1.08	1.61
tblVehicleEF	OBUS	1.96	0.99
tblVehicleEF	OBUS	1.3700e-004	0.05
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	1.3100e-004	0.04
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	2.3980e-003	0.04

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	9.5900e-004	0.02
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.05	0.20
tblVehicleEF	OBUS	0.41	0.08
tblVehicleEF	OBUS	6.4100e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2700e-004	1.3700e-004
tblVehicleEF	OBUS	2.3980e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	9.5900e-004	0.02
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.05	0.20
tblVehicleEF	OBUS	0.45	0.09
tblVehicleEF	SBUS	0.86	0.72
tblVehicleEF	SBUS	0.01	9.3510e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	5.64	28.74
tblVehicleEF	SBUS	0.71	0.85
tblVehicleEF	SBUS	5.49	2.56
tblVehicleEF	SBUS	1,270.71	3,328.19
tblVehicleEF	SBUS	1,144.20	1,125.90
tblVehicleEF	SBUS	36.06	14.78
tblVehicleEF	SBUS	12.46	30.54
tblVehicleEF	SBUS	5.17	5.50

tblVehicleEF	SBUS	15.23	0.77
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	2.7630e-003	2.7030e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
tblVehicleEF	SBUS	3.0740e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.68	3.36
tblVehicleEF	SBUS	1.3130e-003	7.4840e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.24
tblVehicleEF	SBUS	0.28	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.5600e-004	1.4600e-004
tblVehicleEF	SBUS	3.0740e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.97	4.83
tblVehicleEF	SBUS	1.3130e-003	7.4840e-003
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.01	0.24
tblVehicleEF	SBUS	0.31	0.12
tblVehicleEF	SBUS	0.86	0.72

tblVehicleEF	SBUS	0.01	9.4940e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	5.48	28.38
tblVehicleEF	SBUS	0.72	0.87
tblVehicleEF	SBUS	3.76	1.85
tblVehicleEF	SBUS	1,335.64	3,405.36
tblVehicleEF	SBUS	1,144.20	1,125.93
tblVehicleEF	SBUS	36.06	13.61
tblVehicleEF	SBUS	12.86	31.23
tblVehicleEF	SBUS	4.84	5.16
tblVehicleEF	SBUS	15.20	0.76
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	2.7630e-003	2.7030e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
tblVehicleEF	SBUS	5.9210e-003	0.03
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.67	3.35
tblVehicleEF	SBUS	2.9370e-003	0.01
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	9.6420e-003	0.22
tblVehicleEF	SBUS	0.23	0.09
tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.2700e-004	1.3500e-004
tblVehicleEF	SBUS	5.9210e-003	0.03
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.96	4.83
tblVehicleEF	SBUS	2.9370e-003	0.01
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	9.6420e-003	0.22
tblVehicleEF	SBUS	0.25	0.10
tblVehicleEF	SBUS	0.86	0.72
tblVehicleEF	SBUS	0.01	9.3430e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	5.85	29.24
tblVehicleEF	SBUS	0.71	0.85
tblVehicleEF	SBUS	5.54	2.67
tblVehicleEF	SBUS	1,181.05	3,221.61
tblVehicleEF	SBUS	1,144.20	1,125.90
tblVehicleEF	SBUS	36.06	14.98
tblVehicleEF	SBUS	11.91	29.59
tblVehicleEF	SBUS	5.09	5.42
tblVehicleEF	SBUS	15.23	0.77
tblVehicleEF	SBUS	0.02	0.05
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
tblVehicleEF	SBUS	0.02	0.05
tblVehicleEF	SBUS	2.7630e-003	2.7030e-003

tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
tblVehicleEF	SBUS	3.2090e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.68	3.36
tblVehicleEF	SBUS	1.2980e-003	7.7230e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.28
tblVehicleEF	SBUS	0.29	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.5600e-004	1.4800e-004
tblVehicleEF	SBUS	3.2090e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.97	4.83
tblVehicleEF	SBUS	1.2980e-003	7.7230e-003
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.01	0.28
tblVehicleEF	SBUS	0.32	0.12
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.09	9.2990e-003
tblVehicleEF	UBUS	9.79	34.75
tblVehicleEF	UBUS	14.93	0.84
tblVehicleEF	UBUS	1,861.83	1,692.28
tblVehicleEF	UBUS	135.15	10.67
tblVehicleEF	UBUS	6.43	0.38
tblVehicleEF	UBUS	13.77	0.13

tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	8.4220e-003	3.8760e-003
tblVehicleEF	UBUS	0.12	7.2060e-003
tblVehicleEF	UBUS	4.0730e-003	2.2710e-003
tblVehicleEF	UBUS	0.66	0.07
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.19	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.6230e-003	1.0600e-004
tblVehicleEF	UBUS	8.4220e-003	3.8760e-003
tblVehicleEF	UBUS	0.12	7.2060e-003
tblVehicleEF	UBUS	4.0730e-003	2.2710e-003
tblVehicleEF	UBUS	2.68	4.54
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.30	0.04
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.08	8.4410e-003
tblVehicleEF	UBUS	9.90	34.75
tblVehicleEF	UBUS	12.23	0.71
tblVehicleEF	UBUS	1,861.83	1,692.28

tblVehicleEF	UBUS	135.15	10.47
tblVehicleEF	UBUS	5.98	0.38
tblVehicleEF	UBUS	13.65	0.12
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	0.02	7.1140e-003
tblVehicleEF	UBUS	0.15	8.7360e-003
tblVehicleEF	UBUS	9.6640e-003	4.6900e-003
tblVehicleEF	UBUS	0.67	0.07
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.06	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.5760e-003	1.0400e-004
tblVehicleEF	UBUS	0.02	7.1140e-003
tblVehicleEF	UBUS	0.15	8.7360e-003
tblVehicleEF	UBUS	9.6640e-003	4.6900e-003
tblVehicleEF	UBUS	2.69	4.54
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.16	0.03
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.09	9.3770e-003

tblVehicleEF	UBUS	9.80	34.75
tblVehicleEF	UBUS	14.43	0.85
tblVehicleEF	UBUS	1,861.83	1,692.28
tblVehicleEF	UBUS	135.15	10.69
tblVehicleEF	UBUS	6.31	0.38
tblVehicleEF	UBUS	13.74	0.13
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	9.6690e-003	4.0000e-003
tblVehicleEF	UBUS	0.15	8.2160e-003
tblVehicleEF	UBUS	4.2700e-003	2.3060e-003
tblVehicleEF	UBUS	0.66	0.07
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	1.17	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.6140e-003	1.0600e-004
tblVehicleEF	UBUS	9.6690e-003	4.0000e-003
tblVehicleEF	UBUS	0.15	8.2160e-003
tblVehicleEF	UBUS	4.2700e-003	2.3060e-003
tblVehicleEF	UBUS	2.68	4.54
tblVehicleEF	UBUS	0.03	0.03

tblVehicleEF	UBUS	1.28	0.04
tblVehicleTrips	CW_TL	16.60	25.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	1.68	1.80
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	1.68	1.80
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	1.68	1.80

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					
2020	4.1747	42.4804	22.8353	0.0517	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	5,088.9042	5,088.9042	1.1981	0.0000	5,107.4944
2021	24.8987	36.5955	40.0956	0.0812	1.9696	1.7485	3.7181	0.5288	1.6358	2.1645	0.0000	7,946.2774	7,946.2774	1.4753	0.0000	7,983.1608
Maximum	**24.8987**	**42.4804**	**40.0956**	**0.0812**	**18.2675**	**2.1987**	**20.4662**	**9.9840**	**2.0228**	**12.0069**	**0.0000**	**7,946.2774**	**7,946.2774**	**1.4753**	**0.0000**	**7,983.1608**

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					
2020	4.1747	42.4804	22.8353	0.0517	7.2313	2.1987	9.4300	3.9225	2.0228	5.9453	0.0000	5,088.9042	5,088.9042	1.1981	0.0000	5,107.4944
2021	24.8987	36.5955	40.0956	0.0812	1.8195	1.7485	3.5680	0.4919	1.6358	2.1277	0.0000	7,946.2774	7,946.2774	1.4753	0.0000	7,983.1608
Maximum	**24.8987**	**42.4804**	**40.0956**	**0.0812**	**7.2313**	**2.1987**	**9.4300**	**3.9225**	**2.0228**	**5.9453**	**0.0000**	**7,946.2774**	**7,946.2774**	**1.4753**	**0.0000**	**7,983.1608**

	ROG	NOx	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**	**55.28**	**0.00**	**46.25**	**58.01**	**0.00**	**43.03**	**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	4.1989	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Energy	0.0114	0.1038	0.0872	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003		124.5960	124.5960	2.3900e-003	2.2800e-003	125.3364
Mobile	2.3349	14.6648	20.7408	0.0731	4.4921	0.1535	4.6456	1.2096	0.1488	1.3584		7,717.0695	7,717.0695	0.3645		7,726.1820
Offroad	0.2587	2.3583	2.3357	3.0600e-003		0.1674	0.1674		0.1540	0.1540		296.0617	296.0617	0.0958		298.4555
Total	**6.8039**	**17.1272**	**23.1984**	**0.0768**	**4.4921**	**0.3289**	**4.8210**	**1.2096**	**0.3108**	**1.5204**		**8,137.8010**	**8,137.8010**	**0.4628**	**2.2800e-003**	**8,150.0526**

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	3.9592	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Energy	8.0400e-003	0.0731	0.0614	4.4000e-004		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003		87.7398	87.7398	1.6800e-003	1.6100e-003	88.2612
Mobile	2.3349	14.6648	20.7408	0.0731	4.4921	0.1535	4.6456	1.2096	0.1488	1.3584		7,717.0695	7,717.0695	0.3645		7,726.1820
Offroad	0.2587	2.3583	2.3357	3.0600e-003		0.1674	0.1674		0.1540	0.1540		296.0617	296.0617	0.0958		298.4555
Total	**6.5608**	**17.0965**	**23.1726**	**0.0766**	**4.4921**	**0.3266**	**4.8187**	**1.2096**	**0.3085**	**1.5181**		**8,100.9449**	**8,100.9449**	**0.4621**	**1.6100e-003**	**8,112.9774**

	ROG	NOx	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	**3.57**	**0.18**	**0.11**	**0.23**	**0.00**	**0.71**	**0.05**	**0.00**	**0.75**	**0.15**	**0.00**	**0.45**	**0.45**	**0.15**	**29.39**	**0.45**

3.0 Construction Detail

Construction Phase

Almond Warehouse Proejct - San Bernardino-South Coast County, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/5/2020	10/30/2020	5	20	
2	Site Preparation	Site Preparation	10/31/2020	11/13/2020	5	10	
3	Grading	Grading	11/14/2020	12/11/2020	5	20	
4	Building Construction	Building Construction	12/12/2020	5/30/2021	5	120	
5	Paving	Paving	2/1/2021	5/30/2021	5	85	
6	Architectural Coating	Architectural Coating	2/1/2021	5/30/2021	5	85	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.94

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 279,251; Non-Residential Outdoor: 93,084; Striped Parking Area: 5,120 (Architectural Coating – sqft)

OffRoad Equipment

Almond Warehouse Proejct - San Bernardino-South Coast County, Summer

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	9.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	113.00	44.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

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					0.0984	0.0000	0.0984	0.0149	0.0000	0.0149			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.0984**	**1.6587**	**1.7571**	**0.0149**	**1.5419**	**1.5568**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

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	2.8000e-003	0.1109	0.0164	3.5000e-004	7.8800e-003	3.3000e-004	8.2100e-003	2.1600e-003	3.2000e-004	2.4800e-003		37.4719	37.4719	2.0200e-003		37.5224
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	0.0819	0.0525	0.6746	1.7000e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		169.5126	169.5126	5.1700e-003		169.6420
Total	**0.0847**	**0.1634**	**0.6910**	**2.0500e-003**	**0.1755**	**1.4300e-003**	**0.1770**	**0.0466**	**1.3300e-003**	**0.0480**		**206.9845**	**206.9845**	**7.1900e-003**		**207.1644**

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					0.0384	0.0000	0.0384	5.8100e-003	0.0000	5.8100e-003			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.0384**	**1.6587**	**1.6971**	**5.8100e-003**	**1.5419**	**1.5477**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

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	2.8000e-003	0.1109	0.0164	3.5000e-004	7.3400e-003	3.3000e-004	7.6700e-003	2.0300e-003	3.2000e-004	2.3400e-003		37.4719	37.4719	2.0200e-003		37.5224
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	0.0819	0.0525	0.6746	1.7000e-003	0.1546	1.1000e-003	0.1556	0.0413	1.0100e-003	0.0423		169.5126	169.5126	5.1700e-003		169.6420
Total	**0.0847**	**0.1634**	**0.6910**	**2.0500e-003**	**0.1619**	**1.4300e-003**	**0.1633**	**0.0433**	**1.3300e-003**	**0.0446**		**206.9845**	**206.9845**	**7.1900e-003**		**207.1644**

3.3 Site Preparation - 2020

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	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

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	0.0982	0.0631	0.8095	2.0400e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		203.4151	203.4151	6.2100e-003		203.5704
Total	**0.0982**	**0.0631**	**0.8095**	**2.0400e-003**	**0.2012**	**1.3200e-003**	**0.2025**	**0.0534**	**1.2100e-003**	**0.0546**		**203.4151**	**203.4151**	**6.2100e-003**		**203.5704**

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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**7.0458**	**2.1974**	**9.2433**	**3.8730**	**2.0216**	**5.8946**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

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	0.0982	0.0631	0.8095	2.0400e-003	0.1855	1.3200e-003	0.1868	0.0495	1.2100e-003	0.0507		203.4151	203.4151	6.2100e-003		203.5704
Total	**0.0982**	**0.0631**	**0.8095**	**2.0400e-003**	**0.1855**	**1.3200e-003**	**0.1868**	**0.0495**	**1.2100e-003**	**0.0507**		**203.4151**	**203.4151**	**6.2100e-003**		**203.5704**

3.4 Grading - 2020

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.5523**	**1.2734**	**7.8258**	**3.3675**	**1.1716**	**4.5390**		**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

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	0.0819	0.0525	0.6746	1.7000e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		169.5126	169.5126	5.1700e-003		169.6420
Total	**0.0819**	**0.0525**	**0.6746**	**1.7000e-003**	**0.1677**	**1.1000e-003**	**0.1688**	**0.0445**	**1.0100e-003**	**0.0455**		**169.5126**	**169.5126**	**5.1700e-003**		**169.6420**

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					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**2.5554**	**1.2734**	**3.8288**	**1.3133**	**1.1716**	**2.4849**	**0.0000**	**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

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	0.0819	0.0525	0.6746	1.7000e-003	0.1546	1.1000e-003	0.1556	0.0413	1.0100e-003	0.0423		169.5126	169.5126	5.1700e-003		169.6420
Total	**0.0819**	**0.0525**	**0.6746**	**1.7000e-003**	**0.1546**	**1.1000e-003**	**0.1556**	**0.0413**	**1.0100e-003**	**0.0423**		**169.5126**	**169.5126**	**5.1700e-003**		**169.6420**

3.5 Building Construction - 2020

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

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	0.1336	4.6433	0.9049	0.0119	0.2818	0.0214	0.3032	0.0811	0.0204	0.1016		1,258.8461	1,258.8461	0.0818		1,260.8902
Worker	0.6167	0.3958	5.0819	0.0128	1.2631	8.2800e-003	1.2714	0.3350	7.6200e-003	0.3426		1,276.9951	1,276.9951	0.0390		1,277.9697
Total	**0.7503**	**5.0391**	**5.9868**	**0.0248**	**1.5449**	**0.0297**	**1.5745**	**0.4161**	**0.0281**	**0.4442**		**2,535.8412**	**2,535.8412**	**0.1208**		**2,538.8599**

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

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	0.1336	4.6433	0.9049	0.0119	0.2638	0.0214	0.2851	0.0767	0.0204	0.0972		1,258.8461	1,258.8461	0.0818		1,260.8902
Worker	0.6167	0.3958	5.0819	0.0128	1.1643	8.2800e-003	1.1725	0.3107	7.6200e-003	0.3183		1,276.9951	1,276.9951	0.0390		1,277.9697
Total	**0.7503**	**5.0391**	**5.9868**	**0.0248**	**1.4280**	**0.0297**	**1.4576**	**0.3874**	**0.0281**	**0.4155**		**2,535.8412**	**2,535.8412**	**0.1208**		**2,538.8599**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1139	4.2433	0.7984	0.0119	0.2818	7.2800e-003	0.2891	0.0811	6.9600e-003	0.0881		1,252.1930	1,252.1930	0.0791		1,254.1713
Worker	0.5742	0.3549	4.6780	0.0124	1.2631	8.0800e-003	1.2712	0.3350	7.4400e-003	0.3424		1,236.3110	1,236.3110	0.0352		1,237.1907
Total	**0.6880**	**4.5981**	**5.4765**	**0.0243**	**1.5449**	**0.0154**	**1.5602**	**0.4161**	**0.0144**	**0.4305**		**2,488.5039**	**2,488.5039**	**0.1143**		**2,491.3619**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1139	4.2433	0.7984	0.0119	0.2637	7.2800e-003	0.2710	0.0767	6.9600e-003	0.0837		1,252.1930	1,252.1930	0.0791		1,254.1713
Worker	0.5742	0.3549	4.6780	0.0124	1.1643	8.0800e-003	1.1723	0.3107	7.4400e-003	0.3182		1,236.3110	1,236.3110	0.0352		1,237.1907
Total	**0.6880**	**4.5981**	**5.4765**	**0.0243**	**1.4280**	**0.0154**	**1.4434**	**0.3874**	**0.0144**	**0.4018**		**2,488.5039**	**2,488.5039**	**0.1143**		**2,491.3619**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0598					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3154**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0762	0.0471	0.6210	1.6500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		164.1121	164.1121	4.6700e-003		164.2289
Total	**0.0762**	**0.0471**	**0.6210**	**1.6500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**164.1121**	**164.1121**	**4.6700e-003**		**164.2289**

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	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0598					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3154**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0762	0.0471	0.6210	1.6500e-003	0.1546	1.0700e-003	0.1556	0.0413	9.9000e-004	0.0422		164.1121	164.1121	4.6700e-003		164.2289
Total	**0.0762**	**0.0471**	**0.6210**	**1.6500e-003**	**0.1546**	**1.0700e-003**	**0.1556**	**0.0413**	**9.9000e-004**	**0.0422**		**164.1121**	**164.1121**	**4.6700e-003**		**164.2289**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.5824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**20.8013**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1169	0.0722	0.9522	2.5300e-003	0.2571	1.6400e-003	0.2587	0.0682	1.5100e-003	0.0697		251.6385	251.6385	7.1600e-003		251.8176
Total	**0.1169**	**0.0722**	**0.9522**	**2.5300e-003**	**0.2571**	**1.6400e-003**	**0.2587**	**0.0682**	**1.5100e-003**	**0.0697**		**251.6385**	**251.6385**	**7.1600e-003**		**251.8176**

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	20.5824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**20.8013**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1169	0.0722	0.9522	2.5300e-003	0.2370	1.6400e-003	0.2386	0.0632	1.5100e-003	0.0648		251.6385	251.6385	7.1600e-003		251.8176
Total	**0.1169**	**0.0722**	**0.9522**	**2.5300e-003**	**0.2370**	**1.6400e-003**	**0.2386**	**0.0632**	**1.5100e-003**	**0.0648**		**251.6385**	**251.6385**	**7.1600e-003**		**251.8176**

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	lb/day										lb/day					
Mitigated	2.3349	14.6648	20.7408	0.0731	4.4921	0.1535	4.6456	1.2096	0.1488	1.3584		7,717.0695	7,717.0695	0.3645		7,726.1820
Unmitigated	2.3349	14.6648	20.7408	0.0731	4.4921	0.1535	4.6456	1.2096	0.1488	1.3584		7,717.0695	7,717.0695	0.3645		7,726.1820

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	324.01	324.01	324.01	2,073,231	2,073,231
Total	324.01	324.01	324.01	2,073,231	2,073,231

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	25.00	8.40	6.90	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010
Parking Lot	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010
Unrefrigerated Warehouse-No Rail	0.438542	0.037123	0.179649	0.119457	0.017229	0.033000	0.046000	0.123000	0.000000	0.000000	0.006000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.0400e-003	0.0731	0.0614	4.4000e-004		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003		87.7398	87.7398	1.6800e-003	1.6100e-003	88.2612
NaturalGas Unmitigated	0.0114	0.1038	0.0872	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003		124.5960	124.5960	2.3900e-003	2.2800e-003	125.3364

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					
General Office Building	57.0411	6.2000e-004	5.5900e-003	4.7000e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7107	6.7107	1.3000e-004	1.2000e-004	6.7506
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	1002.02	0.0108	0.0982	0.0825	5.9000e-004		7.4700e-003	7.4700e-003		7.4700e-003	7.4700e-003		117.8853	117.8853	2.2600e-003	2.1600e-003	118.5858
Total		**0.0114**	**0.1038**	**0.0872**	**6.2000e-004**		**7.9000e-003**	**7.9000e-003**		**7.9000e-003**	**7.9000e-003**		**124.5960**	**124.5960**	**2.3900e-003**	**2.2800e-003**	**125.3364**

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					
General Office Building	0.0399288	4.3000e-004	3.9100e-003	3.2900e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.6975	4.6975	9.0000e-005	9.0000e-005	4.7254
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	0.70586	7.6100e-003	0.0692	0.0581	4.2000e-004		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003		83.0423	83.0423	1.5900e-003	1.5200e-003	83.5358
Total		**8.0400e-003**	**0.0731**	**0.0614**	**4.4000e-004**		**5.5600e-003**	**5.5600e-003**		**5.5600e-003**	**5.5600e-003**		**87.7398**	**87.7398**	**1.6800e-003**	**1.6100e-003**	**88.2612**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9592	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Unmitigated	4.1989	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788

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	0.4793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7163					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2300e-003	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Total	**4.1989**	**3.2000e-004**	**0.0346**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0739**	**0.0739**	**2.0000e-004**		**0.0788**

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	0.2397					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7163					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2300e-003	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Total	**3.9592**	**3.2000e-004**	**0.0346**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0739**	**0.0739**	**2.0000e-004**		**0.0788**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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	2	8.00	260	89	0.20	Electrical

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	0.2587	2.3583	2.3357	3.0600e-003		0.1674	0.1674		0.1540	0.1540		296.0617	296.0617	0.0958		298.4555
Total	**0.2587**	**2.3583**	**2.3357**	**3.0600e-003**		**0.1674**	**0.1674**		**0.1540**	**0.1540**		**296.0617**	**296.0617**	**0.0958**		**298.4555**

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

Almond Warehouse Proejct

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.14	6,000.00	0
Unrefrigerated Warehouse-No Rail	180.17	1000sqft	4.14	180,167.00	0
Parking Lot	110.00	Space	0.99	44,000.00	0
Parking Lot	41.34	1000sqft	0.95	41,340.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	510.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Almond Warehouse Proejct - San Bernardino-South Coast County, Winter

Project Characteristics - Adjusted per the SCE 2018 Corporate Responsibility and Sustainability Report. The report provides intensity factor of CO2e, the CO2 intensity factor is calculated as 513-25*0.029-298*0.00617=5.4363 to avoid double counting.

Land Use - based on site plan, Scheme 8, 1/7/2020, Warehouse - 180,167 sf Office - 6,000 sf , Cars - 110 stalls, Trucks (12x53) 37 stalls + 27 docks, = 64 , 41,340 sf

Construction Phase - based on 7 month construction schedule

Demolition - Demo existing house. Existing house approx. 2,000 sf based on Google Earth

Grading - balanced site

Vehicle Trips - ADT = 324/ 180.167 = 1.798331547952732742400106567795 4

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Energy Use -

Construction Off-road Equipment Mitigation - Rule 403

Area Mitigation - Low VOC paint

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

Water Mitigation - use low flow fixtures

Waste Mitigation - AB 939

Operational Off-Road Equipment - assume 2 electric forklifts

Fleet Mix - based on Translutions Memo 1-20-2020

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12

Almond Warehouse Proejct - San Bernardino-South Coast County, Winter

tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	85.00
tblConstructionPhase	NumDays	230.00	120.00
tblConstructionPhase	NumDays	20.00	85.00
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.55	0.44
tblFleetMix	LHD2	5.2670e-003	0.03
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblLandUse	LandUseSquareFeet	180,170.00	180,167.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	510.44
tblVehicleEF	HHD	1.24	0.24
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	56.78
tblVehicleEF	HHD	0.58	0.81
tblVehicleEF	HHD	1.92	1.3630e-003
tblVehicleEF	HHD	6,983.95	11,131.44
tblVehicleEF	HHD	1,493.95	1,530.36
tblVehicleEF	HHD	5.71	0.01
tblVehicleEF	HHD	28.07	61.71
tblVehicleEF	HHD	2.87	4.04

tblVehicleEF	HHD	20.20	1.89
tblVehicleEF	HHD	0.01	0.09
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.01	0.08
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	9.3000e-005	3.8000e-005
tblVehicleEF	HHD	3.4490e-003	6.0000e-005
tblVehicleEF	HHD	0.89	4.44
tblVehicleEF	HHD	5.7000e-005	2.2000e-005
tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.4200e-004	2.9900e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	9.3000e-005	3.8000e-005
tblVehicleEF	HHD	3.4490e-003	6.0000e-005
tblVehicleEF	HHD	1.02	5.09
tblVehicleEF	HHD	5.7000e-005	2.2000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.4200e-004	2.9900e-004

tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	1.17	0.25
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.52	55.32
tblVehicleEF	HHD	0.58	0.82
tblVehicleEF	HHD	1.80	1.2870e-003
tblVehicleEF	HHD	7,395.94	11,121.59
tblVehicleEF	HHD	1,493.95	1,530.36
tblVehicleEF	HHD	5.71	0.01
tblVehicleEF	HHD	28.97	60.22
tblVehicleEF	HHD	2.70	3.82
tblVehicleEF	HHD	20.19	1.89
tblVehicleEF	HHD	0.01	0.08
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.01	0.08
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	1.8400e-004	7.5000e-005
tblVehicleEF	HHD	3.9090e-003	6.9000e-005
tblVehicleEF	HHD	0.84	4.62
tblVehicleEF	HHD	1.2900e-004	5.0000e-005

tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.4800e-004	3.0700e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.7000e-005	0.00
tblVehicleEF	HHD	1.8400e-004	7.5000e-005
tblVehicleEF	HHD	3.9090e-003	6.9000e-005
tblVehicleEF	HHD	0.97	5.29
tblVehicleEF	HHD	1.2900e-004	5.0000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.4800e-004	3.0700e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.34	0.23
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	58.80
tblVehicleEF	HHD	0.58	0.81
tblVehicleEF	HHD	1.89	1.3520e-003
tblVehicleEF	HHD	6,415.00	11,145.04
tblVehicleEF	HHD	1,493.95	1,530.36
tblVehicleEF	HHD	5.71	0.01
tblVehicleEF	HHD	26.84	63.77
tblVehicleEF	HHD	2.83	3.98
tblVehicleEF	HHD	20.20	1.89
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.06	0.06

tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.02	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	9.4000e-005	4.1000e-005
tblVehicleEF	HHD	3.7830e-003	7.1000e-005
tblVehicleEF	HHD	0.96	4.20
tblVehicleEF	HHD	5.6000e-005	2.4000e-005
tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.5900e-004	3.1300e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	9.4000e-005	4.1000e-005
tblVehicleEF	HHD	3.7830e-003	7.1000e-005
tblVehicleEF	HHD	1.10	4.81
tblVehicleEF	HHD	5.6000e-005	2.4000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.5900e-004	3.1300e-004
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	LDA	4.6640e-003	2.8720e-003
tblVehicleEF	LDA	6.4640e-003	0.05

tblVehicleEF	LDA	0.62	0.73
tblVehicleEF	LDA	1.32	2.18
tblVehicleEF	LDA	261.85	271.31
tblVehicleEF	LDA	59.28	55.44
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.05	0.31
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	2.6230e-003	2.6840e-003
tblVehicleEF	LDA	6.1500e-004	5.4900e-004
tblVehicleEF	LDA	0.05	0.31
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.10	0.27
tblVehicleEF	LDA	5.3170e-003	3.2410e-003
tblVehicleEF	LDA	5.3900e-003	0.05
tblVehicleEF	LDA	0.76	0.88

tblVehicleEF	LDA	1.10	1.83
tblVehicleEF	LDA	286.52	293.82
tblVehicleEF	LDA	59.28	54.78
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.18
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.10	0.57
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.46
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.8710e-003	2.9070e-003
tblVehicleEF	LDA	6.1100e-004	5.4200e-004
tblVehicleEF	LDA	0.10	0.57
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.46
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDA	4.5320e-003	2.8130e-003
tblVehicleEF	LDA	6.4200e-003	0.05
tblVehicleEF	LDA	0.58	0.70
tblVehicleEF	LDA	1.30	2.18

tblVehicleEF	LDA	256.02	267.12
tblVehicleEF	LDA	59.28	55.45
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.19
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	2.5640e-003	2.6430e-003
tblVehicleEF	LDA	6.1500e-004	5.4900e-004
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDT1	0.02	8.7920e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.71	1.72
tblVehicleEF	LDT1	4.02	2.48
tblVehicleEF	LDT1	323.73	321.83

tblVehicleEF	LDT1	72.77	67.22
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.24	0.32
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.19	0.94
tblVehicleEF	LDT1	0.36	0.29
tblVehicleEF	LDT1	0.13	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.93
tblVehicleEF	LDT1	0.29	0.47
tblVehicleEF	LDT1	3.2600e-003	3.1850e-003
tblVehicleEF	LDT1	7.9900e-004	6.6500e-004
tblVehicleEF	LDT1	0.19	0.94
tblVehicleEF	LDT1	0.36	0.29
tblVehicleEF	LDT1	0.13	0.66
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.93
tblVehicleEF	LDT1	0.31	0.52
tblVehicleEF	LDT1	0.02	9.8170e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	2.05	2.04
tblVehicleEF	LDT1	3.30	2.07
tblVehicleEF	LDT1	352.65	345.31
tblVehicleEF	LDT1	72.77	66.35

tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	0.22	0.30
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.40	1.78
tblVehicleEF	LDT1	0.44	0.34
tblVehicleEF	LDT1	0.29	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.92
tblVehicleEF	LDT1	0.24	0.41
tblVehicleEF	LDT1	3.5540e-003	3.4170e-003
tblVehicleEF	LDT1	7.8600e-004	6.5700e-004
tblVehicleEF	LDT1	0.40	1.78
tblVehicleEF	LDT1	0.44	0.34
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.92
tblVehicleEF	LDT1	0.26	0.44
tblVehicleEF	LDT1	0.01	8.6230e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.62	1.66
tblVehicleEF	LDT1	3.95	2.48
tblVehicleEF	LDT1	316.91	317.45
tblVehicleEF	LDT1	72.77	67.23
tblVehicleEF	LDT1	0.17	0.14

tblVehicleEF	LDT1	0.24	0.32
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.20	0.93
tblVehicleEF	LDT1	0.41	0.33
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.25	1.09
tblVehicleEF	LDT1	0.28	0.48
tblVehicleEF	LDT1	3.1900e-003	3.1410e-003
tblVehicleEF	LDT1	7.9800e-004	6.6500e-004
tblVehicleEF	LDT1	0.20	0.93
tblVehicleEF	LDT1	0.41	0.33
tblVehicleEF	LDT1	0.12	0.63
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.09
tblVehicleEF	LDT1	0.31	0.52
tblVehicleEF	LDT2	6.9330e-003	4.9710e-003
tblVehicleEF	LDT2	9.2890e-003	0.08
tblVehicleEF	LDT2	0.85	1.09
tblVehicleEF	LDT2	1.85	2.81
tblVehicleEF	LDT2	363.70	346.08
tblVehicleEF	LDT2	81.97	72.50
tblVehicleEF	LDT2	0.10	0.10
tblVehicleEF	LDT2	0.16	0.33

tblVehicleEF	LDT2	1.7370e-003	1.6810e-003
tblVehicleEF	LDT2	2.4180e-003	2.0130e-003
tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.36
tblVehicleEF	LDT2	3.6440e-003	3.4240e-003
tblVehicleEF	LDT2	8.5100e-004	7.1700e-004
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LDT2	7.8730e-003	5.5830e-003
tblVehicleEF	LDT2	7.7350e-003	0.07
tblVehicleEF	LDT2	1.04	1.31
tblVehicleEF	LDT2	1.53	2.36
tblVehicleEF	LDT2	397.09	369.05
tblVehicleEF	LDT2	81.97	71.61
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.15	0.31
tblVehicleEF	LDT2	1.7370e-003	1.6810e-003

tblVehicleEF	LDT2	2.4180e-003	2.0130e-003
tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.14	0.89
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.12	0.73
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.10	0.31
tblVehicleEF	LDT2	3.9810e-003	3.6510e-003
tblVehicleEF	LDT2	8.4600e-004	7.0900e-004
tblVehicleEF	LDT2	0.14	0.89
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.12	0.73
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.11	0.34
tblVehicleEF	LDT2	6.7430e-003	4.8730e-003
tblVehicleEF	LDT2	9.2200e-003	0.08
tblVehicleEF	LDT2	0.81	1.05
tblVehicleEF	LDT2	1.82	2.82
tblVehicleEF	LDT2	355.82	341.80
tblVehicleEF	LDT2	81.97	72.52
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.16	0.33
tblVehicleEF	LDT2	1.7370e-003	1.6810e-003
tblVehicleEF	LDT2	2.4180e-003	2.0130e-003

tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
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tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.05	0.38
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.55
tblVehicleEF	LDT2	0.12	0.37
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tblVehicleEF	LDT2	8.5100e-004	7.1800e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.05	0.38
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.55
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LHD1	5.4860e-003	0.07
tblVehicleEF	LHD1	0.01	6.6980e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.16	0.82
tblVehicleEF	LHD1	2.77	0.96
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.60
tblVehicleEF	LHD1	30.92	10.27
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.26	1.38

tblVehicleEF	LHD1	1.02	0.30
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	3.7970e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	1.8480e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003
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tblVehicleEF	LHD1	0.11	0.08
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tblVehicleEF	LHD1	1.8480e-003	0.02
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.31	0.08
tblVehicleEF	LHD1	5.4860e-003	0.07

tblVehicleEF	LHD1	0.01	6.8390e-003
tblVehicleEF	LHD1	0.02	0.01
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tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.62
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tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.12	1.29
tblVehicleEF	LHD1	0.97	0.29
tblVehicleEF	LHD1	9.6600e-004	0.01
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tblVehicleEF	LHD1	2.5280e-003	2.4630e-003
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tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	7.5090e-003	0.08
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	4.2150e-003	0.04
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003

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tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	4.2150e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.4860e-003	0.07
tblVehicleEF	LHD1	0.01	6.7060e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	2.43
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tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.60
tblVehicleEF	LHD1	30.92	10.26
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.22	1.36
tblVehicleEF	LHD1	1.00	0.29
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003

tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	4.1760e-003	0.04
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	1.8200e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.38	0.56
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003
tblVehicleEF	LHD1	6.0360e-003	6.4470e-003
tblVehicleEF	LHD1	3.6100e-004	1.0200e-004
tblVehicleEF	LHD1	4.1760e-003	0.04
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	1.8200e-003	0.02
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.38	0.56
tblVehicleEF	LHD1	0.31	0.08
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tblVehicleEF	LHD2	5.2410e-003	4.4730e-003
tblVehicleEF	LHD2	9.1660e-003	9.5030e-003
tblVehicleEF	LHD2	0.12	1.91
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tblVehicleEF	LHD2	1.29	0.60
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.54

tblVehicleEF	LHD2	24.89	7.66
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tblVehicleEF	LHD2	0.56	0.20
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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
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tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	1.4000e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	7.3800e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
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tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	7.3800e-004	0.01
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.14	0.05
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.3190e-003	4.5210e-003
tblVehicleEF	LHD2	8.7380e-003	9.1370e-003
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tblVehicleEF	LHD2	0.54	0.19
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tblVehicleEF	LHD2	0.01	0.01
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tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
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tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	1.6130e-003	0.02
tblVehicleEF	LHD2	0.06	0.06

tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
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tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	1.6130e-003	0.02
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.13	0.05
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.2490e-003	4.4770e-003
tblVehicleEF	LHD2	9.0820e-003	9.4560e-003
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tblVehicleEF	LHD2	0.55	0.54
tblVehicleEF	LHD2	1.27	0.60
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tblVehicleEF	LHD2	614.63	675.54
tblVehicleEF	LHD2	24.89	7.66
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.67	1.47
tblVehicleEF	LHD2	0.55	0.19
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	1.4600e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	7.2300e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.31
tblVehicleEF	LHD2	0.12	0.05
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tblVehicleEF	LHD2	1.4600e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	7.2300e-004	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.31
tblVehicleEF	LHD2	0.13	0.05
tblVehicleEF	MCY	0.00	2.35
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	21.02	19.60
tblVehicleEF	MCY	9.91	8.58

tblVehicleEF	MCY	167.12	212.10
tblVehicleEF	MCY	46.87	61.05
tblVehicleEF	MCY	1.17	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	1.45	2.84
tblVehicleEF	MCY	0.85	0.80
tblVehicleEF	MCY	0.80	1.56
tblVehicleEF	MCY	2.26	2.35
tblVehicleEF	MCY	0.50	1.97
tblVehicleEF	MCY	2.17	1.85
tblVehicleEF	MCY	2.0790e-003	2.0990e-003
tblVehicleEF	MCY	6.9500e-004	6.0400e-004
tblVehicleEF	MCY	1.45	2.84
tblVehicleEF	MCY	0.85	0.80
tblVehicleEF	MCY	0.80	1.56
tblVehicleEF	MCY	2.76	2.88
tblVehicleEF	MCY	0.50	1.97
tblVehicleEF	MCY	2.37	2.02
tblVehicleEF	MCY	0.00	2.30
tblVehicleEF	MCY	0.41	0.34
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	21.14	19.61
tblVehicleEF	MCY	9.06	7.90

tblVehicleEF	MCY	167.12	211.94
tblVehicleEF	MCY	46.87	59.22
tblVehicleEF	MCY	0.99	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	3.14	5.54
tblVehicleEF	MCY	1.28	1.12
tblVehicleEF	MCY	2.14	3.54
tblVehicleEF	MCY	2.19	2.30
tblVehicleEF	MCY	0.50	1.94
tblVehicleEF	MCY	1.87	1.62
tblVehicleEF	MCY	2.0790e-003	2.0970e-003
tblVehicleEF	MCY	6.7100e-004	5.8600e-004
tblVehicleEF	MCY	3.14	5.54
tblVehicleEF	MCY	1.28	1.12
tblVehicleEF	MCY	2.14	3.54
tblVehicleEF	MCY	2.69	2.83
tblVehicleEF	MCY	0.50	1.94
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.00	2.33
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	20.06	19.08
tblVehicleEF	MCY	9.53	8.41

tblVehicleEF	MCY	167.12	211.21
tblVehicleEF	MCY	46.87	60.69
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	1.71	3.14
tblVehicleEF	MCY	1.14	1.06
tblVehicleEF	MCY	0.72	1.49
tblVehicleEF	MCY	2.22	2.33
tblVehicleEF	MCY	0.57	2.24
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0630e-003	2.0900e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.71	3.14
tblVehicleEF	MCY	1.14	1.06
tblVehicleEF	MCY	0.72	1.49
tblVehicleEF	MCY	2.71	2.86
tblVehicleEF	MCY	0.57	2.24
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.4810e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.55	1.30
tblVehicleEF	MDV	3.59	3.42
tblVehicleEF	MDV	498.66	426.46

tblVehicleEF	MDV	110.76	89.63
tblVehicleEF	MDV	0.20	0.13
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.10	0.54
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.48
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	5.0000e-003	4.2170e-003
tblVehicleEF	MDV	1.1710e-003	8.8700e-004
tblVehicleEF	MDV	0.10	0.54
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.48
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.31	0.52
tblVehicleEF	MDV	0.02	7.2390e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.87	1.53
tblVehicleEF	MDV	2.99	2.87
tblVehicleEF	MDV	542.90	450.72
tblVehicleEF	MDV	110.76	88.52

tblVehicleEF	MDV	0.18	0.11
tblVehicleEF	MDV	0.33	0.39
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.21	1.01
tblVehicleEF	MDV	0.24	0.20
tblVehicleEF	MDV	0.18	0.88
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.24	0.41
tblVehicleEF	MDV	5.4470e-003	4.4570e-003
tblVehicleEF	MDV	1.1600e-003	8.7600e-004
tblVehicleEF	MDV	0.21	1.01
tblVehicleEF	MDV	0.24	0.20
tblVehicleEF	MDV	0.18	0.88
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.26	0.45
tblVehicleEF	MDV	0.01	6.3480e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.47	1.25
tblVehicleEF	MDV	3.53	3.43
tblVehicleEF	MDV	488.33	421.93
tblVehicleEF	MDV	110.76	89.65
tblVehicleEF	MDV	0.19	0.12

tblVehicleEF	MDV	0.35	0.41
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.10	0.50
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.08	0.46
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.59
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	4.8960e-003	4.1720e-003
tblVehicleEF	MDV	1.1700e-003	8.8700e-004
tblVehicleEF	MDV	0.10	0.50
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.08	0.46
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.59
tblVehicleEF	MDV	0.31	0.53
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.60	1.54
tblVehicleEF	MH	6.96	2.21
tblVehicleEF	MH	1,048.28	1,507.66
tblVehicleEF	MH	59.91	19.26
tblVehicleEF	MH	1.64	1.53
tblVehicleEF	MH	0.95	0.24

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	1.56	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.04
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.60
tblVehicleEF	MH	0.40	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2000e-004	1.9100e-004
tblVehicleEF	MH	1.56	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.04
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.60
tblVehicleEF	MH	0.44	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.74	1.58
tblVehicleEF	MH	6.31	2.05
tblVehicleEF	MH	1,048.28	1,507.73
tblVehicleEF	MH	59.91	19.00
tblVehicleEF	MH	1.50	1.42

tblVehicleEF	MH	0.90	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	3.12	0.21
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	1.30	0.09
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.59
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0900e-004	1.8800e-004
tblVehicleEF	MH	3.12	0.21
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	1.30	0.09
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.59
tblVehicleEF	MH	0.41	0.10
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.61	1.54
tblVehicleEF	MH	6.87	2.21
tblVehicleEF	MH	1,048.28	1,507.66
tblVehicleEF	MH	59.91	19.27

tblVehicleEF	MH	1.61	1.50
tblVehicleEF	MH	0.94	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	1.88	0.13
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.05
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.68
tblVehicleEF	MH	0.40	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.1900e-004	1.9100e-004
tblVehicleEF	MH	1.88	0.13
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.05
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.68
tblVehicleEF	MH	0.43	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.1450e-003	5.9780e-003
tblVehicleEF	MHD	0.06	3.0950e-003
tblVehicleEF	MHD	0.33	3.22
tblVehicleEF	MHD	0.31	0.52

tblVehicleEF	MHD	6.00	0.36
tblVehicleEF	MHD	155.10	780.82
tblVehicleEF	MHD	1,105.72	1,006.19
tblVehicleEF	MHD	53.92	2.99
tblVehicleEF	MHD	0.63	6.91
tblVehicleEF	MHD	1.08	2.32
tblVehicleEF	MHD	11.74	1.38
tblVehicleEF	MHD	4.3700e-004	0.02
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	4.1800e-004	0.02
tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	1.4330e-003	4.5970e-003
tblVehicleEF	MHD	0.05	7.3280e-003
tblVehicleEF	MHD	0.02	0.18
tblVehicleEF	MHD	7.1400e-004	2.3840e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.36	0.02
tblVehicleEF	MHD	1.4910e-003	7.3950e-003
tblVehicleEF	MHD	0.01	9.5620e-003
tblVehicleEF	MHD	6.4400e-004	3.0000e-005
tblVehicleEF	MHD	1.4330e-003	4.5970e-003
tblVehicleEF	MHD	0.05	7.3280e-003
tblVehicleEF	MHD	0.03	0.23
tblVehicleEF	MHD	7.1400e-004	2.3840e-003

tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.2290e-003	6.0070e-003
tblVehicleEF	MHD	0.05	2.9710e-003
tblVehicleEF	MHD	0.24	2.72
tblVehicleEF	MHD	0.32	0.52
tblVehicleEF	MHD	5.61	0.34
tblVehicleEF	MHD	164.29	793.74
tblVehicleEF	MHD	1,105.72	1,006.20
tblVehicleEF	MHD	53.92	2.96
tblVehicleEF	MHD	0.65	6.98
tblVehicleEF	MHD	1.01	2.18
tblVehicleEF	MHD	11.70	1.38
tblVehicleEF	MHD	3.6900e-004	0.02
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	3.5300e-004	0.02
tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	2.8480e-003	8.4260e-003
tblVehicleEF	MHD	0.05	8.5070e-003
tblVehicleEF	MHD	0.02	0.17
tblVehicleEF	MHD	1.6690e-003	4.8010e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04

tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	1.5770e-003	7.5180e-003
tblVehicleEF	MHD	0.01	9.5630e-003
tblVehicleEF	MHD	6.3800e-004	2.9000e-005
tblVehicleEF	MHD	2.8480e-003	8.4260e-003
tblVehicleEF	MHD	0.05	8.5070e-003
tblVehicleEF	MHD	0.03	0.22
tblVehicleEF	MHD	1.6690e-003	4.8010e-003
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.38	0.02
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.1530e-003	5.9780e-003
tblVehicleEF	MHD	0.06	3.0730e-003
tblVehicleEF	MHD	0.46	3.91
tblVehicleEF	MHD	0.31	0.52
tblVehicleEF	MHD	5.90	0.36
tblVehicleEF	MHD	142.41	762.95
tblVehicleEF	MHD	1,105.72	1,006.19
tblVehicleEF	MHD	53.92	2.99
tblVehicleEF	MHD	0.60	6.81
tblVehicleEF	MHD	1.06	2.28
tblVehicleEF	MHD	11.73	1.38
tblVehicleEF	MHD	5.3200e-004	0.03
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	5.0900e-004	0.03

tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	1.5800e-003	4.8400e-003
tblVehicleEF	MHD	0.05	8.2350e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	7.0500e-004	2.4390e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.36	0.02
tblVehicleEF	MHD	1.3710e-003	7.2250e-003
tblVehicleEF	MHD	0.01	9.5620e-003
tblVehicleEF	MHD	6.4300e-004	3.0000e-005
tblVehicleEF	MHD	1.5800e-003	4.8400e-003
tblVehicleEF	MHD	0.05	8.2350e-003
tblVehicleEF	MHD	0.04	0.24
tblVehicleEF	MHD	7.0500e-004	2.4390e-003
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.39	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	0.01	8.8680e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	9.46
tblVehicleEF	OBUS	0.73	0.98
tblVehicleEF	OBUS	6.67	1.67
tblVehicleEF	OBUS	70.21	1,555.56
tblVehicleEF	OBUS	1,126.32	1,439.48

tblVehicleEF	OBUS	71.08	13.85
tblVehicleEF	OBUS	0.32	9.92
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tblVehicleEF	OBUS	1.1300e-004	0.04
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	1.0800e-004	0.04
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	2.2350e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.41	0.08
tblVehicleEF	OBUS	6.8200e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2800e-004	1.3700e-004
tblVehicleEF	OBUS	2.2350e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.09

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tblVehicleEF	OBUS	0.01	9.0270e-003
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tblVehicleEF	OBUS	6.11	1.56
tblVehicleEF	OBUS	73.34	1,565.29
tblVehicleEF	OBUS	1,126.32	1,439.51
tblVehicleEF	OBUS	71.08	13.65
tblVehicleEF	OBUS	0.33	9.91
tblVehicleEF	OBUS	1.02	1.53
tblVehicleEF	OBUS	1.92	0.99
tblVehicleEF	OBUS	9.5000e-005	0.03
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	9.1000e-005	0.03
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	4.3510e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	2.1830e-003	0.03
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.39	0.08
tblVehicleEF	OBUS	7.1200e-004	0.01
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	8.1800e-004	1.3500e-004
tblVehicleEF	OBUS	4.3510e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	2.1830e-003	0.03
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tblVehicleEF	OBUS	1.96	0.99
tblVehicleEF	OBUS	1.3700e-004	0.05
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tblVehicleEF	OBUS	1.3100e-004	0.04
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tblVehicleEF	OBUS	2.3980e-003	0.04

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tblVehicleEF	SBUS	0.86	0.72
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tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	5.64	28.74
tblVehicleEF	SBUS	0.71	0.85
tblVehicleEF	SBUS	5.49	2.56
tblVehicleEF	SBUS	1,270.71	3,328.19
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tblVehicleEF	SBUS	5.17	5.50

tblVehicleEF	SBUS	15.23	0.77
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	2.7630e-003	2.7030e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
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tblVehicleEF	SBUS	0.01	0.03
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tblVehicleEF	SBUS	0.86	0.72

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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	2.7630e-003	2.7030e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
tblVehicleEF	SBUS	5.9210e-003	0.03
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tblVehicleEF	SBUS	2.9370e-003	0.01
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	9.6420e-003	0.22
tblVehicleEF	SBUS	0.23	0.09
tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.2700e-004	1.3500e-004
tblVehicleEF	SBUS	5.9210e-003	0.03
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.96	4.83
tblVehicleEF	SBUS	2.9370e-003	0.01
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	9.6420e-003	0.22
tblVehicleEF	SBUS	0.25	0.10
tblVehicleEF	SBUS	0.86	0.72
tblVehicleEF	SBUS	0.01	9.3430e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	5.85	29.24
tblVehicleEF	SBUS	0.71	0.85
tblVehicleEF	SBUS	5.54	2.67
tblVehicleEF	SBUS	1,181.05	3,221.61
tblVehicleEF	SBUS	1,144.20	1,125.90
tblVehicleEF	SBUS	36.06	14.98
tblVehicleEF	SBUS	11.91	29.59
tblVehicleEF	SBUS	5.09	5.42
tblVehicleEF	SBUS	15.23	0.77
tblVehicleEF	SBUS	0.02	0.05
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
tblVehicleEF	SBUS	0.02	0.05
tblVehicleEF	SBUS	2.7630e-003	2.7030e-003

tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
tblVehicleEF	SBUS	3.2090e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.68	3.36
tblVehicleEF	SBUS	1.2980e-003	7.7230e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.28
tblVehicleEF	SBUS	0.29	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.5600e-004	1.4800e-004
tblVehicleEF	SBUS	3.2090e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.97	4.83
tblVehicleEF	SBUS	1.2980e-003	7.7230e-003
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.01	0.28
tblVehicleEF	SBUS	0.32	0.12
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.09	9.2990e-003
tblVehicleEF	UBUS	9.79	34.75
tblVehicleEF	UBUS	14.93	0.84
tblVehicleEF	UBUS	1,861.83	1,692.28
tblVehicleEF	UBUS	135.15	10.67
tblVehicleEF	UBUS	6.43	0.38
tblVehicleEF	UBUS	13.77	0.13

tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	8.4220e-003	3.8760e-003
tblVehicleEF	UBUS	0.12	7.2060e-003
tblVehicleEF	UBUS	4.0730e-003	2.2710e-003
tblVehicleEF	UBUS	0.66	0.07
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.19	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.6230e-003	1.0600e-004
tblVehicleEF	UBUS	8.4220e-003	3.8760e-003
tblVehicleEF	UBUS	0.12	7.2060e-003
tblVehicleEF	UBUS	4.0730e-003	2.2710e-003
tblVehicleEF	UBUS	2.68	4.54
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.30	0.04
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.08	8.4410e-003
tblVehicleEF	UBUS	9.90	34.75
tblVehicleEF	UBUS	12.23	0.71
tblVehicleEF	UBUS	1,861.83	1,692.28

tblVehicleEF	UBUS	135.15	10.47
tblVehicleEF	UBUS	5.98	0.38
tblVehicleEF	UBUS	13.65	0.12
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	0.02	7.1140e-003
tblVehicleEF	UBUS	0.15	8.7360e-003
tblVehicleEF	UBUS	9.6640e-003	4.6900e-003
tblVehicleEF	UBUS	0.67	0.07
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.06	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.5760e-003	1.0400e-004
tblVehicleEF	UBUS	0.02	7.1140e-003
tblVehicleEF	UBUS	0.15	8.7360e-003
tblVehicleEF	UBUS	9.6640e-003	4.6900e-003
tblVehicleEF	UBUS	2.69	4.54
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.16	0.03
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.09	9.3770e-003

tblVehicleEF	UBUS	9.80	34.75
tblVehicleEF	UBUS	14.43	0.85
tblVehicleEF	UBUS	1,861.83	1,692.28
tblVehicleEF	UBUS	135.15	10.69
tblVehicleEF	UBUS	6.31	0.38
tblVehicleEF	UBUS	13.74	0.13
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	9.6690e-003	4.0000e-003
tblVehicleEF	UBUS	0.15	8.2160e-003
tblVehicleEF	UBUS	4.2700e-003	2.3060e-003
tblVehicleEF	UBUS	0.66	0.07
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	1.17	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.6140e-003	1.0600e-004
tblVehicleEF	UBUS	9.6690e-003	4.0000e-003
tblVehicleEF	UBUS	0.15	8.2160e-003
tblVehicleEF	UBUS	4.2700e-003	2.3060e-003
tblVehicleEF	UBUS	2.68	4.54
tblVehicleEF	UBUS	0.03	0.03

tblVehicleEF	UBUS	1.28	0.04
tblVehicleTrips	CW_TL	16.60	25.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	1.68	1.80
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	1.68	1.80
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	1.68	1.80

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					
2020	4.1748	42.4837	22.3264	0.0499	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	4,908.6008	4,908.6008	1.1973	0.0000	4,927.2872
2021	24.9073	36.5749	39.1073	0.0790	1.9696	1.7487	3.7184	0.5288	1.6360	2.1647	0.0000	7,727.6389	7,727.6389	1.4781	0.0000	7,764.5926
Maximum	**24.9073**	**42.4837**	**39.1073**	**0.0790**	**18.2675**	**2.1987**	**20.4662**	**9.9840**	**2.0228**	**12.0069**	**0.0000**	**7,727.6389**	**7,727.6389**	**1.4781**	**0.0000**	**7,764.5926**

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					
2020	4.1748	42.4837	22.3264	0.0499	7.2313	2.1987	9.4300	3.9225	2.0228	5.9453	0.0000	4,908.6008	4,908.6008	1.1973	0.0000	4,927.2872
2021	24.9073	36.5749	39.1073	0.0790	1.8195	1.7487	3.5682	0.4919	1.6360	2.1279	0.0000	7,727.6389	7,727.6389	1.4781	0.0000	7,764.5926
Maximum	**24.9073**	**42.4837**	**39.1073**	**0.0790**	**7.2313**	**2.1987**	**9.4300**	**3.9225**	**2.0228**	**5.9453**	**0.0000**	**7,727.6389**	**7,727.6389**	**1.4781**	**0.0000**	**7,764.5926**

	ROG	NOx	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**	**55.28**	**0.00**	**46.25**	**58.01**	**0.00**	**43.03**	**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	4.1989	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Energy	0.0114	0.1038	0.0872	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003		124.5960	124.5960	2.3900e-003	2.2800e-003	125.3364
Mobile	1.9541	15.3849	19.1050	0.0705	4.4921	0.1551	4.6472	1.2096	0.1500	1.3597		7,453.8445	7,453.8445	0.3625		7,462.9078
Offroad	0.2587	2.3583	2.3357	3.0600e-003		0.1674	0.1674		0.1540	0.1540		296.0617	296.0617	0.0958		298.4555
Total	**6.4230**	**17.8473**	**21.5625**	**0.0742**	**4.4921**	**0.3305**	**4.8226**	**1.2096**	**0.3120**	**1.5217**		**7,874.5760**	**7,874.5760**	**0.4609**	**2.2800e-003**	**7,886.7785**

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	3.9592	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Energy	8.0400e-003	0.0731	0.0614	4.4000e-004		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003		87.7398	87.7398	1.6800e-003	1.6100e-003	88.2612
Mobile	1.9541	15.3849	19.1050	0.0705	4.4921	0.1551	4.6472	1.2096	0.1500	1.3597		7,453.8445	7,453.8445	0.3625		7,462.9078
Offroad	0.2587	2.3583	2.3357	3.0600e-003		0.1674	0.1674		0.1540	0.1540		296.0617	296.0617	0.0958		298.4555
Total	**6.1800**	**17.8166**	**21.5367**	**0.0740**	**4.4921**	**0.3282**	**4.8203**	**1.2096**	**0.3097**	**1.5193**		**7,837.7199**	**7,837.7199**	**0.4602**	**1.6100e-003**	**7,849.7033**

	ROG	NOx	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	**3.78**	**0.17**	**0.12**	**0.24**	**0.00**	**0.70**	**0.05**	**0.00**	**0.75**	**0.15**	**0.00**	**0.47**	**0.47**	**0.15**	**29.39**	**0.47**

3.0 Construction Detail

Construction Phase

Almond Warehouse Proejct - San Bernardino-South Coast County, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/5/2020	10/30/2020	5	20	
2	Site Preparation	Site Preparation	10/31/2020	11/13/2020	5	10	
3	Grading	Grading	11/14/2020	12/11/2020	5	20	
4	Building Construction	Building Construction	12/12/2020	5/30/2021	5	120	
5	Paving	Paving	2/1/2021	5/30/2021	5	85	
6	Architectural Coating	Architectural Coating	2/1/2021	5/30/2021	5	85	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.94

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 279,251; Non-Residential Outdoor: 93,084; Striped Parking Area: 5,120 (Architectural Coating – sqft)

OffRoad Equipment

Almond Warehouse Proejct - San Bernardino-South Coast County, Winter

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	9.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	113.00	44.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

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					0.0984	0.0000	0.0984	0.0149	0.0000	0.0149			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.0984**	**1.6587**	**1.7571**	**0.0149**	**1.5419**	**1.5568**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

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	2.9200e-003	0.1114	0.0187	3.4000e-004	7.8800e-003	3.3000e-004	8.2100e-003	2.1600e-003	3.2000e-004	2.4800e-003		36.4948	36.4948	2.1900e-003		36.5497
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	0.0819	0.0553	0.5544	1.5300e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		152.0625	152.0625	4.5400e-003		152.1760
Total	**0.0848**	**0.1667**	**0.5732**	**1.8700e-003**	**0.1755**	**1.4300e-003**	**0.1770**	**0.0466**	**1.3300e-003**	**0.0480**		**188.5573**	**188.5573**	**6.7300e-003**		**188.7256**

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					0.0384	0.0000	0.0384	5.8100e-003	0.0000	5.8100e-003			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.0384**	**1.6587**	**1.6971**	**5.8100e-003**	**1.5419**	**1.5477**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

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	2.9200e-003	0.1114	0.0187	3.4000e-004	7.3400e-003	3.3000e-004	7.6700e-003	2.0300e-003	3.2000e-004	2.3500e-003		36.4948	36.4948	2.1900e-003		36.5497
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	0.0819	0.0553	0.5544	1.5300e-003	0.1546	1.1000e-003	0.1556	0.0413	1.0100e-003	0.0423		152.0625	152.0625	4.5400e-003		152.1760
Total	**0.0848**	**0.1667**	**0.5732**	**1.8700e-003**	**0.1619**	**1.4300e-003**	**0.1633**	**0.0433**	**1.3300e-003**	**0.0446**		**188.5573**	**188.5573**	**6.7300e-003**		**188.7256**

3.3 Site Preparation - 2020

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	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

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	0.0983	0.0663	0.6653	1.8300e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		182.4750	182.4750	5.4500e-003		182.6112
Total	**0.0983**	**0.0663**	**0.6653**	**1.8300e-003**	**0.2012**	**1.3200e-003**	**0.2025**	**0.0534**	**1.2100e-003**	**0.0546**		**182.4750**	**182.4750**	**5.4500e-003**		**182.6112**

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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**7.0458**	**2.1974**	**9.2433**	**3.8730**	**2.0216**	**5.8946**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

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	0.0983	0.0663	0.6653	1.8300e-003	0.1855	1.3200e-003	0.1868	0.0495	1.2100e-003	0.0507		182.4750	182.4750	5.4500e-003		182.6112
Total	**0.0983**	**0.0663**	**0.6653**	**1.8300e-003**	**0.1855**	**1.3200e-003**	**0.1868**	**0.0495**	**1.2100e-003**	**0.0507**		**182.4750**	**182.4750**	**5.4500e-003**		**182.6112**

3.4 Grading - 2020

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.5523**	**1.2734**	**7.8258**	**3.3675**	**1.1716**	**4.5390**		**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

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	0.0819	0.0553	0.5544	1.5300e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		152.0625	152.0625	4.5400e-003		152.1760
Total	**0.0819**	**0.0553**	**0.5544**	**1.5300e-003**	**0.1677**	**1.1000e-003**	**0.1688**	**0.0445**	**1.0100e-003**	**0.0455**		**152.0625**	**152.0625**	**4.5400e-003**		**152.1760**

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					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**2.5554**	**1.2734**	**3.8288**	**1.3133**	**1.1716**	**2.4849**	**0.0000**	**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

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	0.0819	0.0553	0.5544	1.5300e-003	0.1546	1.1000e-003	0.1556	0.0413	1.0100e-003	0.0423		152.0625	152.0625	4.5400e-003		152.1760
Total	**0.0819**	**0.0553**	**0.5544**	**1.5300e-003**	**0.1546**	**1.1000e-003**	**0.1556**	**0.0413**	**1.0100e-003**	**0.0423**		**152.0625**	**152.0625**	**4.5400e-003**		**152.1760**

3.5 Building Construction - 2020

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

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	0.1409	4.6056	1.0488	0.0115	0.2818	0.0216	0.3035	0.0811	0.0207	0.1018		1,210.0005	1,210.0005	0.0904		1,212.2606
Worker	0.6171	0.4165	4.1767	0.0115	1.2631	8.2800e-003	1.2714	0.3350	7.6200e-003	0.3426		1,145.5373	1,145.5373	0.0342		1,146.3922
Total	**0.7579**	**5.0221**	**5.2256**	**0.0230**	**1.5449**	**0.0299**	**1.5748**	**0.4161**	**0.0283**	**0.4444**		**2,355.5378**	**2,355.5378**	**0.1246**		**2,358.6528**

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

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	0.1409	4.6056	1.0488	0.0115	0.2638	0.0216	0.2854	0.0767	0.0207	0.0974		1,210.0005	1,210.0005	0.0904		1,212.2606
Worker	0.6171	0.4165	4.1767	0.0115	1.1643	8.2800e-003	1.1725	0.3107	7.6200e-003	0.3183		1,145.5373	1,145.5373	0.0342		1,146.3922
Total	**0.7579**	**5.0221**	**5.2256**	**0.0230**	**1.4280**	**0.0299**	**1.4579**	**0.3874**	**0.0283**	**0.4158**		**2,355.5378**	**2,355.5378**	**0.1246**		**2,358.6528**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1208	4.1981	0.9340	0.0114	0.2818	7.4800e-003	0.2893	0.0811	7.1500e-003	0.0883		1,203.5546	1,203.5546	0.0877		1,205.7473
Worker	0.5754	0.3733	3.8370	0.0111	1.2631	8.0800e-003	1.2712	0.3350	7.4400e-003	0.3424		1,109.0924	1,109.0924	0.0309		1,109.8642
Total	**0.6962**	**4.5713**	**4.7710**	**0.0225**	**1.5449**	**0.0156**	**1.5604**	**0.4161**	**0.0146**	**0.4307**		**2,312.6469**	**2,312.6469**	**0.1186**		**2,315.6115**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1208	4.1981	0.9340	0.0114	0.2637	7.4800e-003	0.2712	0.0767	7.1500e-003	0.0839		1,203.5546	1,203.5546	0.0877		1,205.7473
Worker	0.5754	0.3733	3.8370	0.0111	1.1643	8.0800e-003	1.1723	0.3107	7.4400e-003	0.3182		1,109.0924	1,109.0924	0.0309		1,109.8642
Total	**0.6962**	**4.5713**	**4.7710**	**0.0225**	**1.4280**	**0.0156**	**1.4436**	**0.3874**	**0.0146**	**0.4020**		**2,312.6469**	**2,312.6469**	**0.1186**		**2,315.6115**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0598					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3154**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0764	0.0496	0.5093	1.4800e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.2247	147.2247	4.1000e-003		147.3271
Total	**0.0764**	**0.0496**	**0.5093**	**1.4800e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.2247**	**147.2247**	**4.1000e-003**		**147.3271**

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	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0598					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3154**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0764	0.0496	0.5093	1.4800e-003	0.1546	1.0700e-003	0.1556	0.0413	9.9000e-004	0.0422		147.2247	147.2247	4.1000e-003		147.3271
Total	**0.0764**	**0.0496**	**0.5093**	**1.4800e-003**	**0.1546**	**1.0700e-003**	**0.1556**	**0.0413**	**9.9000e-004**	**0.0422**		**147.2247**	**147.2247**	**4.1000e-003**		**147.3271**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.5824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**20.8013**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1171	0.0760	0.7810	2.2700e-003	0.2571	1.6400e-003	0.2587	0.0682	1.5100e-003	0.0697		225.7445	225.7445	6.2800e-003		225.9016
Total	**0.1171**	**0.0760**	**0.7810**	**2.2700e-003**	**0.2571**	**1.6400e-003**	**0.2587**	**0.0682**	**1.5100e-003**	**0.0697**		**225.7445**	**225.7445**	**6.2800e-003**		**225.9016**

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	20.5824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**20.8013**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1171	0.0760	0.7810	2.2700e-003	0.2370	1.6400e-003	0.2386	0.0632	1.5100e-003	0.0648		225.7445	225.7445	6.2800e-003		225.9016
Total	**0.1171**	**0.0760**	**0.7810**	**2.2700e-003**	**0.2370**	**1.6400e-003**	**0.2386**	**0.0632**	**1.5100e-003**	**0.0648**		**225.7445**	**225.7445**	**6.2800e-003**		**225.9016**

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	lb/day										lb/day					
Mitigated	1.9541	15.3849	19.1050	0.0705	4.4921	0.1551	4.6472	1.2096	0.1500	1.3597		7,453.8445	7,453.8445	0.3625		7,462.9078
Unmitigated	1.9541	15.3849	19.1050	0.0705	4.4921	0.1551	4.6472	1.2096	0.1500	1.3597		7,453.8445	7,453.8445	0.3625		7,462.9078

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	324.01	324.01	324.01	2,073,231	2,073,231
Total	324.01	324.01	324.01	2,073,231	2,073,231

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	25.00	8.40	6.90	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010
Parking Lot	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010
Unrefrigerated Warehouse-No Rail	0.438542	0.037123	0.179649	0.119457	0.017229	0.033000	0.046000	0.123000	0.000000	0.000000	0.006000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.0400e-003	0.0731	0.0614	4.4000e-004		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003		87.7398	87.7398	1.6800e-003	1.6100e-003	88.2612
NaturalGas Unmitigated	0.0114	0.1038	0.0872	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003		124.5960	124.5960	2.3900e-003	2.2800e-003	125.3364

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					
General Office Building	57.0411	6.2000e-004	5.5900e-003	4.7000e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7107	6.7107	1.3000e-004	1.2000e-004	6.7506
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	1002.02	0.0108	0.0982	0.0825	5.9000e-004		7.4700e-003	7.4700e-003		7.4700e-003	7.4700e-003		117.8853	117.8853	2.2600e-003	2.1600e-003	118.5858
Total		**0.0114**	**0.1038**	**0.0872**	**6.2000e-004**		**7.9000e-003**	**7.9000e-003**		**7.9000e-003**	**7.9000e-003**		**124.5960**	**124.5960**	**2.3900e-003**	**2.2800e-003**	**125.3364**

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					
General Office Building	0.0399288	4.3000e-004	3.9100e-003	3.2900e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.6975	4.6975	9.0000e-005	9.0000e-005	4.7254
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	0.70586	7.6100e-003	0.0692	0.0581	4.2000e-004		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003		83.0423	83.0423	1.5900e-003	1.5200e-003	83.5358
Total		**8.0400e-003**	**0.0731**	**0.0614**	**4.4000e-004**		**5.5600e-003**	**5.5600e-003**		**5.5600e-003**	**5.5600e-003**		**87.7398**	**87.7398**	**1.6800e-003**	**1.6100e-003**	**88.2612**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9592	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Unmitigated	4.1989	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788

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	0.4793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7163					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2300e-003	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Total	**4.1989**	**3.2000e-004**	**0.0346**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0739**	**0.0739**	**2.0000e-004**		**0.0788**

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	0.2397					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7163					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2300e-003	3.2000e-004	0.0346	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0739	0.0739	2.0000e-004		0.0788
Total	**3.9592**	**3.2000e-004**	**0.0346**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0739**	**0.0739**	**2.0000e-004**		**0.0788**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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	2	8.00	260	89	0.20	Electrical

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	0.2587	2.3583	2.3357	3.0600e-003		0.1674	0.1674		0.1540	0.1540		296.0617	296.0617	0.0958		298.4555
Total	**0.2587**	**2.3583**	**2.3357**	**3.0600e-003**		**0.1674**	**0.1674**		**0.1540**	**0.1540**		**296.0617**	**296.0617**	**0.0958**		**298.4555**

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