MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code (PRC) Sections 2100 et seq.) and the State CEQA Guidelines (California Code of Regulations (CCR) Sections 15000 et seq.), the City of Monterey Park has completed this Mitigated Negative Declaration (MND) for the project described below based on the assessment presented in the attached Initial Study.

LEAD AGENCY: City of Monterey Park

PROJECT TITLE: Whitmore Villa Residential Development

PROJECT LOCATION: The project site is at 126 North New Avenue, Monterey Park, California.

PROJECT DESCRIPTION: The proposed project would introduce new residential uses to the project site through the construction of Whitmore Villa, a 63-unit condominium development in 11 buildings with attached and subterranean garages. The 63 proposed units would have an average size of approximately 1,320 square feet each, for a total livable area of approximately 82,707 square feet. The two-story units, with and without attached garages, would total 40 two-bedroom units and 23 three-bedroom units. Between three and nine units are in each of the 11 separate buildings, which are centered around internal driveways and common areas. Private yards with low walls (±42 inches high) would front the sidewalk on New Avenue and Whitmore Street. Units along New Avenue and Whitmore Street would have both internal and street-facing entrances. Units directly abutting each other in the interior of the development would include private patios with 6-foot fences between units. The development would also construct 166 parking spaces, including 46 enclosed garage parking spaces, 8 surface parking spaces, and 112 underground garage parking spaces. Access would be provided from New Avenue via two west-facing driveways at the center and southern edge of the project site, and from Whitmore Street via a north-facing driveway at the northeast corner of the project site. Existing driveways would be removed, and new driveways would be installed.

EXISTING CONDITIONS: The 2.8-acre project site has been vacant, bare land since 2018 when New Avenue School and associated structures on the site's two parcels were demolished, and the entire site was rough graded. No structures, trees, or landscaping exist on the project site, which is generally level and at approximately the same grade as New Avenue.

DOCUMENT AVAILABILITY: The MND and supporting Initial Study for the proposed project can be accessed on the City of Monterey Park's website at www.monterypark.ca.gov/241/planning.

SUMMARY OF IMPACTS: The attached Initial Study was prepared to identify the potential effects on the environment from development and operation of the proposed project and to evaluate the significance of those effects. Based on the environmental analysis, the proposed project would have no impacts or less-than-significant impacts related to the following environmental issues:

- Aesthetics
- Agricultural/Forestry Resources
- Air Quality
- Biological Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Population/Housing
- Public Services
- Recreation
- Transportation
- Utilities/Service Systems
- Wildfire

The environmental assessment presented in the Initial Study concluded that the following environmental issues would have a less than significant impact with mitigation incorporated:

- Cultural Resources
- Tribal Cultural Resources
- Noise

FINDINGS: It is hereby determined that, based on the information contained in the attached Initial Study, the proposed project would not have a significant adverse effect on the environment. Mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this MND. The City of Monterey Park has hereby agreed to implement each of the identified mitigation measures, which will be adopted as part of the Mitigation Monitoring and Reporting Program.

March 2021 | Initial Study

WHITMORE VILLARESIDENTIAL DEVELOPMENT

City of Monterey Park

Prepared for:

City of Monterey Park
Contact: Jason Moquin, Interim Planning Manager
320 W. Newmark Avenue
Monterey Park, California 91754
(626) 307-1324
jmoquin@MontereyPark.ca.gov

Prepared by:

PlaceWorks
Contact:
Dina El Chammas Gass
3 MacArthur Place, Suite 1100
Santa Ana, California 927077
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
AIN	Assessor Identification Number
AQMP	air quality management plan
BMP	best management practices
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GHG	greenhouse gases
LARWQCB	Los Angeles Regional Water Quality Control Board
LOS	level of service
LST	localized significance thresholds
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System

Abbreviations and Acronyms

O_3	ozone
RCRA	Resource Conservation and Recovery Act
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SUSMP	standard urban stormwater mitigation plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UWMP	urban water management plan
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan

Abbreviations and Acronyms

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1. Introduction

The applicant proposes to develop the Whitmore Villa project (the proposed project), which would include the construction of 63 multifamily residential housing units at 126 North New Avenue in the eastern part of Monterey Park. The City of Monterey Park will serve as the Lead Agency for the proposed project in accordance with the California Environmental Quality Act (CEQA) Guidelines § 15051(c). This Initial Study is a preliminary evaluation of the potential environmental consequences associated with the proposed project. As part of the City's approval process, the proposed project is required to undergo an environmental review pursuant to CEQA. The lead agency uses the initial study analysis to determine whether an environmental impact report (EIR) or a negative declaration is required. If the initial study concludes that the project may have a significant effect on the environment, an EIR must be prepared. Otherwise, a negative declaration or mitigated negative declaration is prepared.

1.1 PROJECT LOCATION

The project site is at 126 North New Avenue (APNs 5286-019-013 and 5286-019-014) in the eastern part of the city of Monterey Park, Los Angeles County, California (see Figure 1, *Regional Location*). The project site is approximately 2.8 acres of vacant land. Previous development on the site was demolished and the property was rough graded in 2018. The project site is bounded by New Avenue to the west and Whitmore Street to the north, and residential uses to the east and south. The eastern project site boundary is on the border with the city of Rosemead.

Monterey Park is surrounded by the cities of Alhambra to the north, Montebello to the south, and Rosemead to the east, with unincorporated Los Angeles County to the west. Regional access to the project site is via Interstate 10 (San Bernardino Freeway) and New Avenue, approximately 0.5 mile to the north. The project site is rectangular and bordered by New Avenue to the west and Whitmore Street to the north; East Garvey Avenue is the nearest street to the south, and Prospect Avenue is the nearest to the east (see Figure 2, *Local Vicinity*).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The 2.8-acre project site has been vacant, bare land since 2018 (see Figure 3, *Aerial Photograph*), when New Avenue School and associated structures on the site's two parcels were demolished, and the entire site was rough graded. No structures, trees, or landscaping exist on the project site, which is generally level and at approximately the same grade as New Avenue.

1. Introduction

1.2.2 Surrounding Land Use

The project site is on the southeast corner of the intersection of New Avenue and Whitmore Street, and it is surrounded by mostly residential and commercial uses. The proposed project site is directly south of Esther's Nest Children's School. The City of Monterey Park General Plan designates the site High Density Residential, with a corresponding zoning of High-Density Residential (R-3). To the north across Whitmore Street and to the west across New Avenue are two- to three-story residential uses with the same General Plan designation and zoning. Single-family homes zoned R-2 (medium density residential) are farther west along Elizabeth Avenue. Areas to the south and southwest consist of one- to three-story commercial buildings and single-story multifamily housing, with a Commercial land use designation and C-S (Commercial Services) zoning. The eastern project site boundary is the border with Rosemead, and to the east and southeast the zoning is Garvey Specific Plan, which allows mixed residential and commercial development.

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

The proposed project would introduce new residential uses to the project site through the construction of Whitmore Villa, a 63-unit condominium development in 11 buildings with attached and subterranean garages. The 63 proposed units would have an average size of approximately 1,320 square feet each, for a total livable area of approximately 82,707 square feet. The two-story units, with and without attached garages, would total 40 two-bedroom units and 23 three-bedroom units. (See Figure 4, *Typical Building Elevations,* for representative building layouts.*)* The allowed building height for the High-Density Residential (R-3) zone is 30 feet, and the maximum proposed building height is 29 feet 6 inches. Table 1, *Unit Characteristics*, shows the types of units.

Table 1 Unit Characteristics

Unit Types	Bedrooms	Average Square Feet	Unit Numbers
Unit Type A	3	1,845	1–9
Unit Type B	3	1,753	10–14, 15–20, 21–23
Unit Type C	2	1,174	24–31
Unit Type D	2	1,168	32–63

Between three and nine units are in each of the 11 separate buildings, which are centered around internal driveways and common areas. Figure 5, *Proposed Site Plan*, shows the layout of the proposed buildings. Private yards with low walls (±42 inches high) would front the sidewalk on New Avenue and Whitmore Street. Units along New Avenue and Whitmore Street would have both internal and street-facing entrances. Units directly abutting each other in the interior of the development would include private patios with 6-foot fences between units.

The development would construct 166 parking spaces, including 46 enclosed garage parking spaces, 8 surface parking spaces, and 112 underground garage parking spaces, which would exceed the City's parking standards. Ten bicycle parking spaces would be provided. No off-street parking would be designated for the proposed

project. The proposed project would include driveways, concrete walkways, drought-tolerant landscaping and groundcover, potted plants, a lawn area, a dog run park area, a communal BBQ area, seating, decorative tile paving, and private yards and patios. The proposed landscaping would use a combination of drip and spray irrigation systems. Lighting would be provided for driveways and walkways, exterior lighting for the units, and security lighting.

A 6-foot security block wall would be constructed around the perimeter of the property. Access would be provided from New Avenue via two west-facing driveways at the center and southern edge of the project site, and from Whitmore Street via a north-facing driveway at the northeast corner of the project site. Existing driveways would be removed, and new driveways would be installed. Existing street trees on New Avenue would remain in place, and no existing landscaping or vegetation would be removed as part of the proposed project. Stormwater infrastructure, including catch basins, dry wells, and trenching, would be used for infiltration. Approximately 14 percent of the project site would be pervious surfaces.

1.3.2 Project Phasing

Construction activities are proposed to begin in the winter of 2021. Construction would be completed in two stages and last approximately 21 months in total. Such activities would include final grading and excavation, trenching for site utilities and irrigation, building construction, architectural coatings, driveway and walkway construction, landscaping, and street connection improvements. Grading activities would result in the disturbance of approximately 2.74 acres and in the export of approximately 20,420 cubic yards of soil.

1.4 EXISTING ZONING AND GENERAL PLAN

The project site is zoned R-3 (High Density Residential) and is designated High Density Residential in the City of Monterey Park General Plan. The proposed project's residential use would be allowed under existing zoning. Additional approvals required from the City and currently in progress are:

- Tentative Map for the subdivision for condominium purposes; and
- City of Monterey Park Public Works/Engineering (for grading permit)

1.5 OTHER AGENCY ACTION REQUESTED

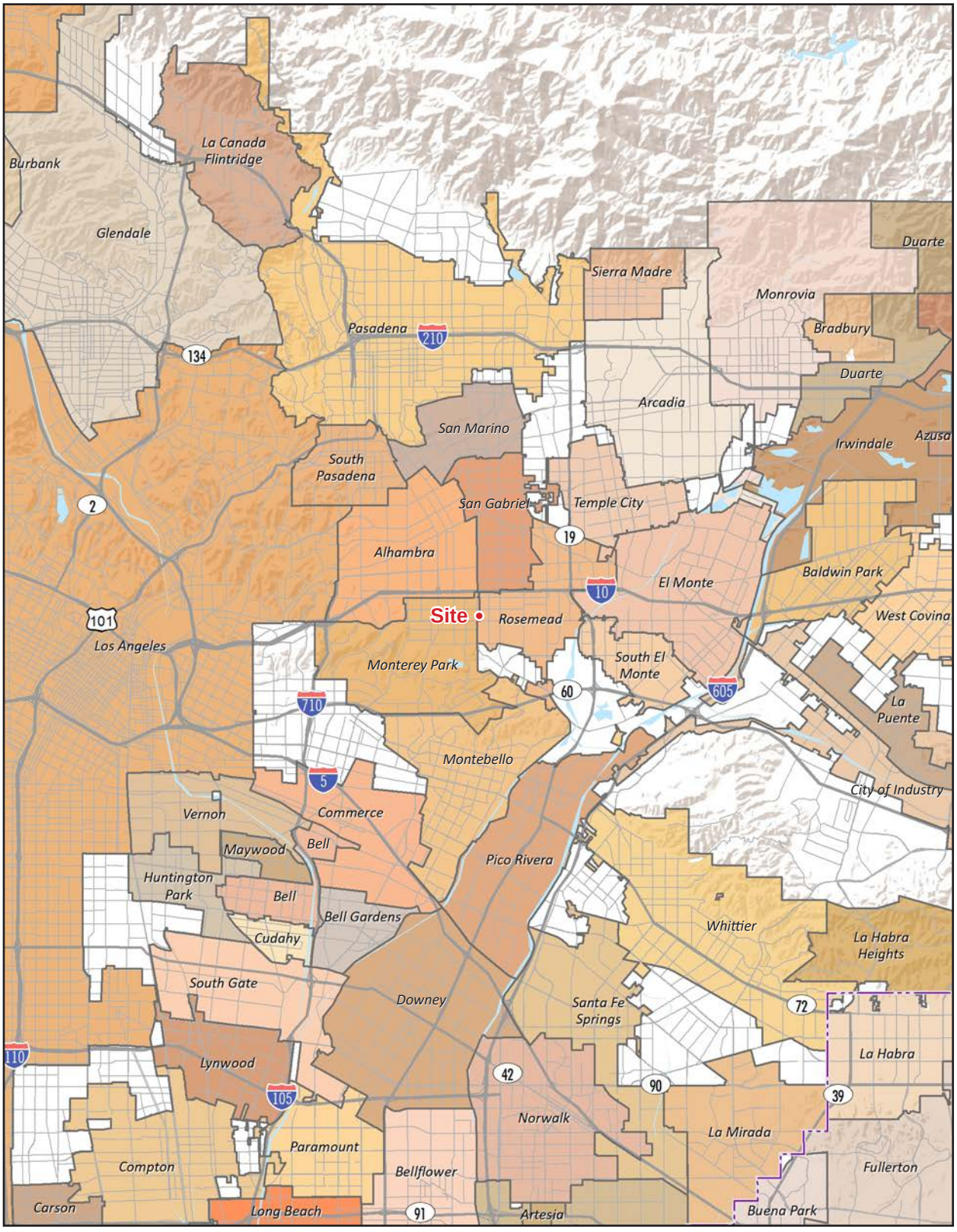
REGIONAL AGENCIES

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction stormwater run-off permits)

1. Introduction

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Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.

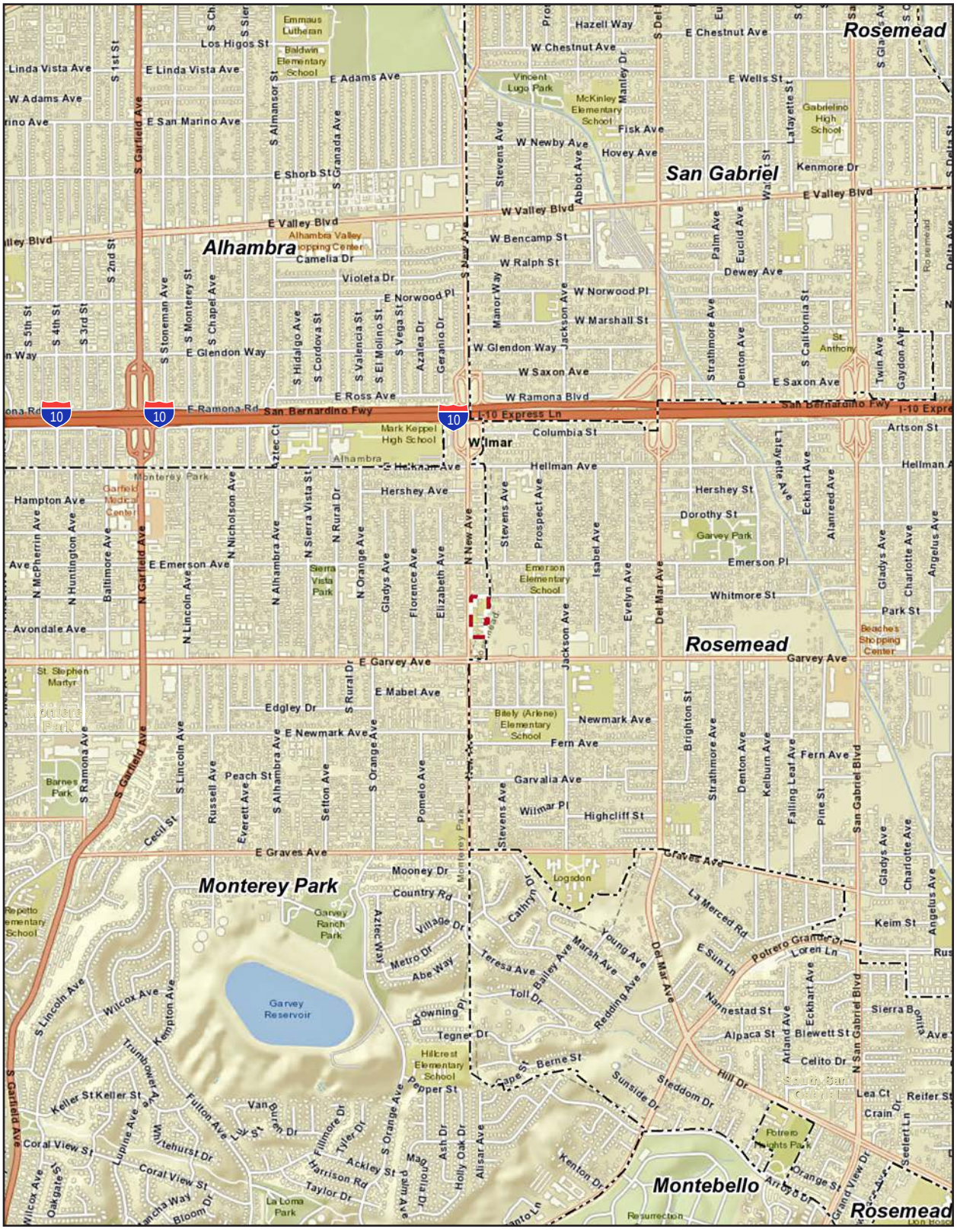
Source: ESRI, 2019

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Scale (Miles)

1. Introduction

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Figure 2 - Local Vicinity

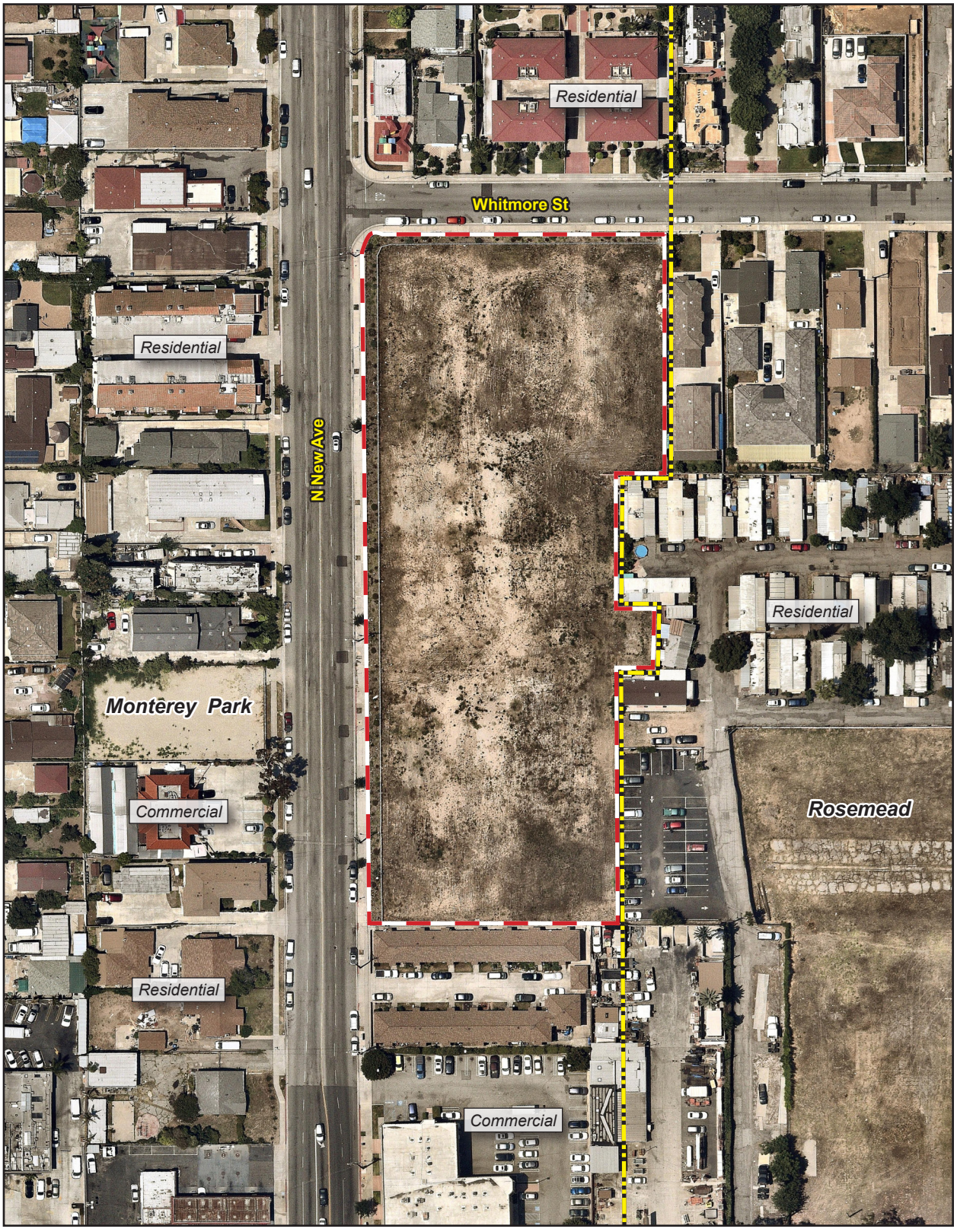


Source: ESRI, 2019

1. Introduction

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Figure 3 - Aerial Photograph



Project Boundary

City Boundary

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Scale (Feet)

Source: Nearmap, 2019

1. Introduction

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Figure 4 - Typical Building Elevations



1-9 Front



10-14 Front



10 Side



14 Side

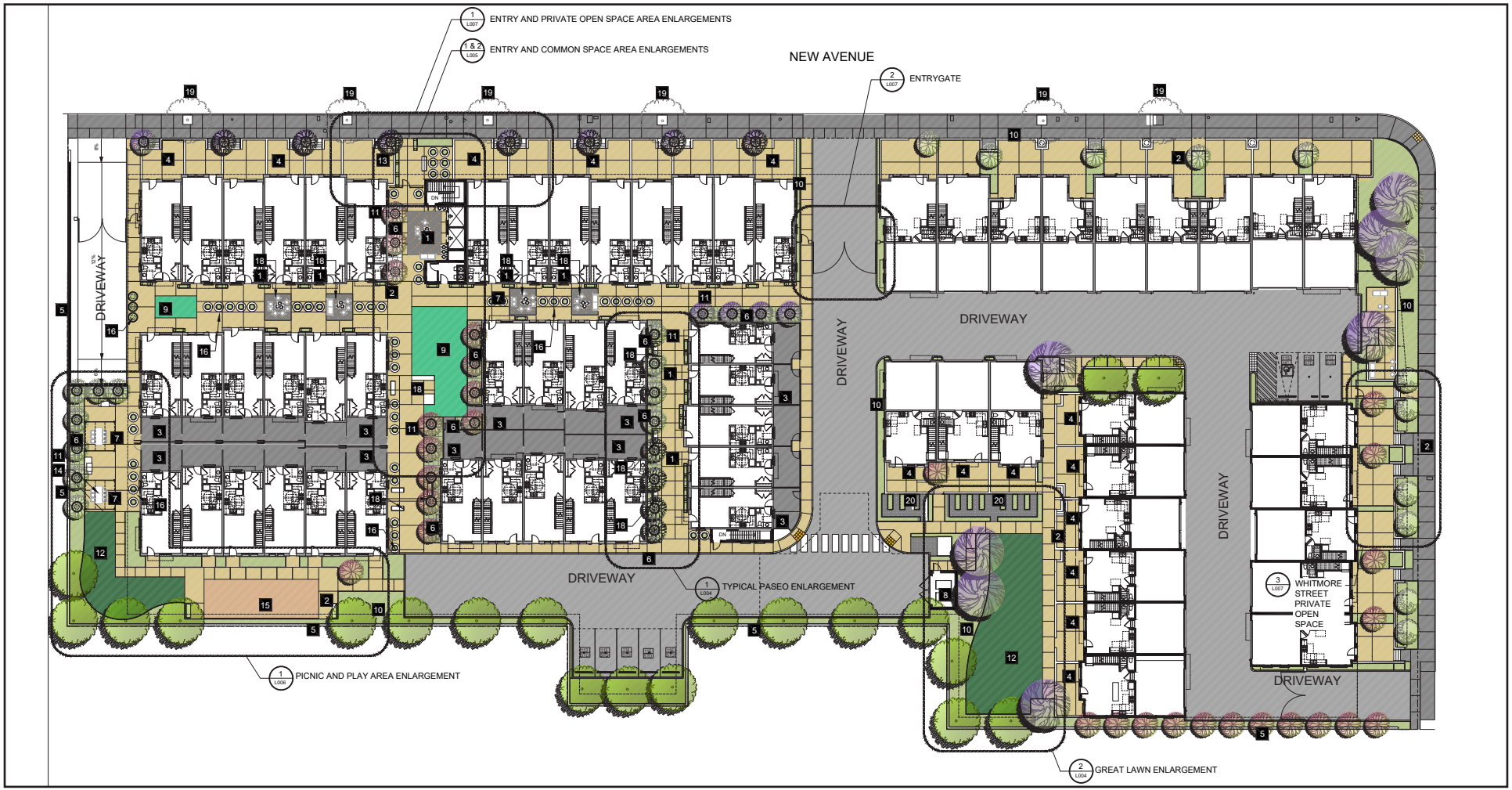
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Source: Feng Xiao Architect, Inc, 2020

1. Introduction

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Figure 5 - Proposed Site Plan



1 DECORATIVE TILE SEATING AREA SEE PRECEDENT PHOTO 5 - L002

2 WALKWAYS, NATURAL COLOR CONCRETE WITH SAWCUT JOINTS AND TOPCAST #5 FINISH SEE PRECEDENT PHOTO 1 - L002

3 PRIVATE PATIO WITH 6FT FENCES SEE PRECEDENT PHOTO 3 - L002

4 PRIVATE YARDS WITH LOW WALLS +/-42" HIGH W/STUCCO FINISH SEE PRECEDENT PHOTO 2 - L002

5 NEW PERIMETER SECURITY BLOCK WALL 6FT W/STUCCO FINISH

6 6" LANDSCAPE TRAYS WITH GRASSES AND PERENNIALS ON PODIUM SEE PRECEDENT PHOTO 7 - L003

7 CLOTH/CANVAS SHADE STRUCTURE WITH SEATING AREA BELOW SEE PRECEDENT PHOTO 6 - L002

8 TRASH ENCLOSURE SEE DETAIL 8 - L003

9 SYNTHETIC TURF ON PODIUM

10 DROUGHT TOLERANT LANDSCAPE SEE PLANT PALLETE - L003

11 RAISED PLANTERS POTS FOR TREES SEE PRECEDENT PHOTO 4 - L002

12 NATUAL LAWN AREA ON GRADE

13 CONTINUOUS CONTAINER LANDSCAPE PLANTERS

14 DINING TABLE

15 DOG RUN PARK AREA WITH BENCHES

16 CONTAINER LANDSCAPE SEE PRECEDENT PHOTO 4 - L002

17 DROUGHT TOLERANT GROUNDCOVER

18 COMMON SPACE SEATING AREA

19 EXISTING STREET TREE TO REMAIN

20 COMMON AREA VEGETABLE GARDEN

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Scale (Feet)

Source: Feng Xiao Architect, Inc, 2020

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Whitmore Villa Residential Development

2. **Lead Agency Name and Address:**
   The City of Monterey Park
   Community and Economic Development Department
   320 W. Newmark Avenue
   Monterey Park, CA 91754

3. **Contact Person and Phone Number:**
   Jason Moquin, Interim Planning Manager
   Department of Public Works, Planning Division
   (626) 307-1324

4. **Project Location:**
   126 North New Avenue in the eastern part of Monterey Park, approximately 0.5 mile south of the intersection of New Avenue and Interstate 10. The project site is rectangularly shaped and bordered by Whitmore Street to the north, East Garvey Avenue to the south, New Avenue to the west, and Prospect Avenue to the east.

5. **Project Sponsor's Name and Address:**
   Green State Holding
   312 Whispering Pine Drive
   Arcadia, CA 91006

6. **General Plan Designation:** High Density Residential

7. **Zoning:** R3 (High Density Residential)

8. **Description of Project:**
   The City of Monterey Park proposes to develop a 82,707 square-foot, 63-unit condominium development of two-story buildings, including attached and subterranean parking garages, on a 2.8-acre vacant site in the eastern part of Monterey Park. The development of the site would include driveways, plazas and walkways, ornamental landscaping, irrigation, and security lighting. There would be 46 enclosed garage parking spaces, 8 additional surface parking spaces, and 112 underground garage parking spaces, totaling 166 parking spaces.

2. Environmental Checklist

9. Surrounding Land Uses and Setting:
The project site is on the southeast corner of the intersection of North New Avenue and Whitmore Street in the City of Monterey Park at 126 North New Avenue. The project site is on the north, south, and west by High Density Residential zoning and on the east by the City of Rosemead and properties zoned Garvey Specific Plan, allowing mixed residential and commercial development.

10. Other Public Agencies Whose Approval Is Required:

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction stormwater run-off permits)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?
The following California Native American tribes are on the City of Monterey Park's notification list pursuant to AB 52:

- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe

The City notified these tribes on August 16, 2019, and did not receive any request for consultation within the 30-day notification period, and no further action is required.

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture / Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

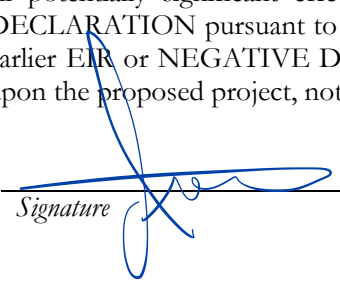
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

March 10, 2021
Date

Jason Moquin
Printed Name

City of Monetery Park
For

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) **Earlier Analyses Used.** Identify and state where they are available for review.

    b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks direct or indirect to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?			X	
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

2. Environmental Checklist

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3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista, as defined by the California Department of Transportation (Caltrans), is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Vistas provide visual access or panoramic views to a large geographic area and are generally located at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, a large open space area, the ocean, or other water bodies.

As shown in Figure 3, *Aerial Photograph*, the project site and surrounding area are in a highly urbanized area of the city. A mix of one- and two-story residential and commercial buildings dominate the surrounding project area. The urban landscape character and features of the project site and surrounding area are consistent with and typical of urbanized areas of the city. Overall site topography is generally flat, with no notable change in elevation. The closest scenic resource to the project site is the San Gabriel Mountains approximately eight miles to the north.

Fleeting views of the San Gabriel Mountain ranges are available to motorists traveling on the north-south-oriented New Avenue, which forms the western project site boundary. However, project development would not affect views of these mountain ranges. The project would not introduce visual obstructions that would affect motorists or passersby traveling on this roadway, because the project site is on the east side of New Avenue and views of the mountains from this roadway are to the north.

Based on the preceding, no impact to scenic vistas would occur, and no mitigation measures are necessary.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is in an urban area consisting largely of residential and commercial uses. No state scenic highways are in the vicinity of the site. Furthermore, there are no scenic resources or historic buildings on the site. The closest historic resource recognized by the California Register of Historic Resources and the

3. Environmental Analysis

City is the Cascades Park and Jardin del Encanto Complex approximately 1.75 miles to the southwest (Monterey Park General Plan). Therefore, the project would have no impact on scenic resources within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The project site is in Monterey Park, which is largely built out and has little undeveloped space remaining (Monterey Park General Plan). Existing land use and conditions of the project site and surrounding area are depicted on Figure 3, *Aerial Photograph*. The figure shows that the project site and surrounding area are in a highly urbanized area of the city. The project site itself is vacant and consists mostly of sparse patches of grass or exposed soil.

The project site is currently designated in the General Plan as High Density Residential and is zoned R-3 (High Density Residential). A mix of one- and two-story residential and commercial buildings dominate the surrounding area. The urban character and features of the project site and surrounding area are consistent with and typical of urbanized areas of the city. The project would construct two-story residential buildings and ancillary structures that would be consistent with development standards for the r-3 zone. Therefore, the project would not conflict with zoning or other regulations and impacts to scenic quality would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Under existing conditions, no artificial lighting is at the site because the site is completely vacant. The proposed project would result in the construction of a 63-unit condominium development. Site lighting would consist of building-mounted light fixtures; lighting for pedestrian walkways and common and recreation areas; decorative lighting for landscape and building features; lighting along the private street and for the uncovered surface parking areas; interior lighting for the apartment buildings and parking garages; and security lighting.

Although project development would introduce new light sources to the project site and surrounding area, the proposed light sources would be similar to those of the surrounding residential uses and roadways. Considering the existing sources of lighting in the vicinity, the amount and intensity of nighttime lighting proposed on-site would not be substantially greater or different than existing lighting.

Furthermore, project development would be required to comply with Chapter 16.10 of the City of Monterey Park's Energy Code. The City's Energy Code adopts by reference the California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings—Title 24, Part 6, Energy Standards, of the California Code of Regulations—which outlines mandatory provisions for lighting control devices and luminaires. For example, the project's exterior lighting sources would be installed in accordance with the provisions of Section 110.9 of the Energy Standards, Mandatory Requirements for Lighting Control. Section 110.9 of the Energy Standards establishes requirements for lighting controls that would include astronomical-time-switch controls,

occupant-sensing controls, and daylighting controls. Astronomical-time-switch controls ensure building light sources have sunrise and sunset prediction accuracy within plus or minus 15 minutes to ensure lighting is operating based on the time of day. Occupant sensing controls ensure lighting is turned off no more than 20 minutes after a space has been vacated. Daylighting controls ensure that lighting is reduced if there is ample daylight available. Compliance with the lighting provisions of the Title 24 would ensure that the proposed project does not result in significant light impacts

Based on the preceding, nighttime light and glare impacts related to the project would be less than significant, and no mitigation measures are necessary.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service. The California Department of Conservation manages an interactive website, the California Important Farmland Finder. This

web program identifies the project site as being outside of the survey area, and it is therefore not considered agriculturally important land (CIFF 2018).

The project site is vacant, rough-graded land and does not contain trees or vegetation. Existing street trees along the project site boundary would be retained with project development. The entire site would be developed with residential housing and associated landscaping. No designated forest land exists on the project site, and the proposed project would not result in the loss of forest land. This site is not subject to a Williamson Act contract, and the site is zoned R-3, High Density Residential, on the City of Monterey Park Zoning Map. This zoning district is not intended for agricultural uses. Additionally, the project site is not adjacent to or within the vicinity of any farmland. Therefore, the project would result in no impact to agriculture or forestry resources.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2017b).

Furthermore, the SCAQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_x, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the SCAQMD may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The SCAQMD adopted the 2016 Air Quality Management Plan on March 3, 2017. Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of general plans, specific plans, and significant projects.

The proposed project is anticipated to involve site preparation, grading, and utility trenching of the 2.8-acre lot. It would also involve construction of residential housing units and subterranean garage, architectural coating, paving asphalt and nonasphalt surfaces, and landscaping. Section 15206(b) of the CEQA Guidelines states that a proposed project is of statewide, regional, or areawide significance if the project would involve a net increase of over 500 residential dwelling units. The project proposes development of a small residential community that would provide up to 63 dwelling units and more housing options for the local community. Thus, it is not considered a project of statewide, regional, or areawide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines. Therefore, the project would not have the potential to substantially affect SCAG's demographic projections. Additionally, as demonstrated in Sections 3.3(b), the regional emissions that would be generated by the construction and operational phases of the proposed project would be less than the SCAQMD emissions thresholds and would therefore not be considered by SCAQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

The proposed project would result in the construction of a 63-unit residential housing community that would take approximately 21 months to complete over two overlapping construction phases. Construction of the proposed project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from site preparation, grading and trenching, building construction of the housing units and subterranean garage, architectural coating, pavement of asphalt and nonasphalt surfaces, and finishing and landscaping of the site. The proposed project construction-related emissions shown in Table 2, *Maximum Daily Regional Construction Emissions*, are quantified using California Emissions Estimator Model, Version 2016.3.2 (CalEEMod), and are based on the construction schedule and equipment mix for the project provided by the applicant. It should be noted that numbers shown in Table 2 are based on an earlier construction start date than what is proposed for the project.[1] The construction schedule used in the analysis represents a "worst-case" analysis scenario because if construction occurs any time after the respective dates, emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. As shown in the CalEEMod User's Guide Version 2016.3.2, Table 4.3, *Off-Road Equipment Emission Factors*, as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer, less-polluting equipment and new regulatory requirements (CAPCOA 2017a).

[1] The air quality and greenhouse gas modeling were based on a 2020 start date for construction activities. This start date has since been postponed to the winter of 2021.

3. Environmental Analysis

As shown in the table, air pollutant emissions from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant.

Table 2 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day)[1, 2,3]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2020						
Site Preparation (Phase 1)	2	20	12	<1	2	1
Grading and Grading Soil Haul (Phase 1)	4	78	24	<1	7	3
Utility Trenching and Grading Soil Haul (Phase 1)	2	61	19	<1	4	1
Utility Trenching (Phase 1)	<1	2	3	<1	<1	<1
Townhome Construction 2020 (Phase 1)	3	20	18	<1	2	1
Year 2021						
Townhome Construction 2021 (Phase 1)	2	18	17	<1	2	1
Subterranean Garage and Townhome Construction (Phase 1 and 2)	5	34	33	<1	3	2
Architectural Coating (Phase 1) and Subterranean Garage and Townhome Construction (Phase 2)	22	17	18	<1	2	1
Paving (Phase 1) and Subterranean Garage and Townhome Construction (Phase 2)	3	26	28	<1	2	1
Finishing/Landscaping (Phase 1) and Subterranean Garage and Townhome Construction (Phase 2)	2	18	19	<1	2	1
Subterranean Garage and Townhome Construction 2021 (Phase 2)	2	16	16	<1	1	1
Year 2022						
Subterranean Garage and Townhome Construction 2022 (Phase 2)	2	14	16	<1	1	1
Architectural Coating (Phase 2)	34	1	2	<1	<1	<1
Paving (Phase 2)	1	7	9	<1	<1	<1
Finishing and Landscaping (Phase 2)	<1	2	3	<1	<1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	34	78	33	<1	7	3
SCAQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

Notes: These numbers are based on the construction of 66 residential units (an earlier iteration of the proposed project on which the air quality modeling is based). This results in more conservative construction emissions.

Emissions totals may not equal 100 percent due to rounding.

[1] Based on the preliminary information provided by the applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

[3] Assumed equipment used during overlapping phases would not be shared to provide the most conservative estimate.

Regional Long-Term Operation-Phase Impacts

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The proposed project would result in new residential housing units, a subterranean garage, internal roads, and paved and landscaped surfaces. The proposed units and structures would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 California Green Building Standards Code (CALGreen). As shown in Table 3, Maximum Daily Regional Operation Emissions, it is anticipated that operation of the proposed project would result in overall minimal emissions and would not exceed the SCAQMD regional operation-phase significance thresholds. Therefore, impacts to the regional air quality associated with operation of the project would be less than significant.

Table 3 Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Area	3	1	6	<1	<1	<1
Energy[1]	<1	<1	<1	<1	<1	<1
Mobile	1	1	12	<1	4	1
Total	4	3	18	<1	4	1
Winter						
Area	3	1	6	<1	<1	<1
Energy[1]	<1	<1	<1	<1	<1	<1
Mobile	1	1	11	<1	4	1
Total	4	3	17	<1	4	1
Max Daily Emissions						
Area	3	1	6	<1	<1	<1
Energy[1]	<1	<1	<1	<1	<1	<1
Mobile	1	1	12	<1	4	1
Total	4	3	18	<1	4	1
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.
Notes:
lbs: Pounds.
These numbers are based on the construction of 66 residential units (an earlier iteration of the proposed project on which the Air Quality modeling is based). This results in more conservative operational emissions.
[1] For purposes of this analysis, the proposed community center building is assumed to be designed and built to meet the 2019 Building Efficiency Standards and CalGreen Code based on the anticipated construction schedule.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The following describes changes in localized impacts from short-term construction activities and long-term operation of the proposed project.

3. Environmental Analysis

Construction

Localized Construction Impacts

A project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of construction emissions shown in the regional emissions analysis in Table 2 which is described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects. The screening-level localized significance thresholds (LST) are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) could exceed the California AAQSs for criteria air pollutants for which the SoCAB is designated nonattainment and are based on the proposed project site size and distance to the nearest sensitive receptor. The California AAQS, which are the most stringent AAQS, were established to provide a margin of safety in the protection of the public health and welfare. The screening-level LSTs are designed to protect sensitive receptor areas most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 4, *Maximum Daily Onsite Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the SCAQMD's screening-level LSTs. Note that the numbers shown in Table 4 are based on an earlier construction start date than what is proposed for the project. Construction activities for the proposed project would begin in the winter of 2021. Construction would be completed in two stages and in total last approximately 21 months. Therefore, the construction schedule utilized in the analysis represents a "worst-case" analysis since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

As shown in the table, the construction of the proposed project would not generate construction-related emissions that would exceed the screening-level LSTs. Thus, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations. Therefore, localized air quality impacts from construction activities would be less than significant, and no mitigation measures are necessary.

Table 4 Construction Emissions Compared to the Screening-Level LSTs

Construction Activity	Pollutants(lbs/day)[1,2]			
	NO_X	CO	PM_{10}[3]	$PM_{2.5}$[3]
SCAQMD ≤1.00 -acre LST	83	673	5	4
Utility Trenching and Grading Soil Haul (Phase 1)	5	6	<1	<1
Utility Trenching (Phase 1)	2	3	<1	<1
Townhome Construction 2020 (Phase 1)	17	15	1	1
Townhome Construction 2021 (Phase 1)	16	15	1	1
Subterranean Garage and Townhome Construction (Phase 1 and 2)	30	27	2	1
Architectural Coating (Phase 1) and Subterranean Garage and Townhome Construction (Phase 2)	15	15	1	1
Paving (Phase 1) and Subterranean Garage and Townhome Construction (Phase 2)	24	25	1	1
Finishing/Landscaping (Phase 1) and Subterranean Garage and Townhome Construction (Phase 2)	16	16	1	1
Subterranean Garage and Townhome Construction 2021 (Phase 2)	14	13	1	1
Subterranean Garage and Townhome Construction 2022 (Phase 2)	13	13	1	1
Architectural Coating (Phase 2)	1	2	<1	<1
Paving (Phase 2)	7	9	<1	<1
Finishing and Landscaping (Phase 2)	2	3	<1	<1
Exceeds LST?	No	No	No	No
SCAQMD 1.88-Acre LSTs	116	986	7	5
Grading and Grading Soil Haul (Phase 1)	21	10	4	2
Exceeds LST?	No	No	No	No
SCAQMD 1.94-Acre LSTs	119	1,009	7	5
Site Preparation (Phase 1)	20	11	1	1
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2., and SCAQMD 2008 and 2011.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. LSTs are based on receptors within 82 feet (25 meters) of the project site in Source Receptor Area (SRA) 11.

These numbers are based on the construction of 66 residential units (an earlier iteration of the proposed project on which the modeling is based). This results in more conservative construction emissions.

1 Based on information provided by the applicant. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the SCAQMD.

2 Assumed equipment used during overlapping phases would not be shared to provide the most conservative estimate.

3 Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Health Risk

The SCAQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazard Assessment adopted new guidance for the preparation of health risk assessments in March 2015 (OEHHA 2015). It has also developed a cancer risk

factor and noncancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. SCAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project would be developed in two phases over approximately 21 months. The relatively short duration when compared to a 30-year time frame would limit exposures to on-site and off-site receptors. In addition, exhaust emissions from off-road vehicles associated with overall project-related construction activities would not exceed the screening-level LSTs. For these reasons, it is anticipated that construction emissions would not pose a threat to off-site receptors near the proposed project, and project-related construction health impacts would be less than significant.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). Operation of the proposed project would generate up to 37 PM peak hour trips (see Appendix E), which would be minimal compared to the screening levels. Therefore, the project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site, and impacts would be less than significant.

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

Less Than Significant Impact. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical

manufacturing, and food manufacturing facilities. The proposed project does not fall within the aforementioned land uses; no operational odors are anticipated.

During the development of the proposed project, emissions from construction equipment, such as diesel exhaust, may generate odors. However, these odors would be low in concentration, temporary, disperse rapidly, and are not expected to affect a substantial number of people. Any odors produced during the installation phase are not expected to be significant or highly objectionable and would be in compliance with SCAQMD Rule 402. Therefore, impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is in a built-out urban environment largely consisting of residential and commercial uses. Monterey Park offers few natural resources such as forests, wildlife habitat, or agricultural land. Due to its developed nature, the project site is not designated by the City of Monterey Park as a natural resource. The nearest designated riverine habitat to the project site is Alhambra Wash approximately 0.9 mile to the east. Garvey Reservoir is approximately 0.9 mile to the southwest. The nearest park to the project site is Sierra Vista Park, approximately 0.4 mile to the northwest.

The 2.8-acre project site consists of previously developed land that was cleared and rough graded in 2018. The project site is currently bare and does not support any vegetation except several street trees, which would remain with project development. No suitable habitat for sensitive mammals, reptile, or fish species exist on the project

site that would otherwise be threatened by project development. Additionally, the project site has no riparian habitat or other sensitive natural community; no wetlands or other jurisdictional waters of the United States (FWS 2019); and no surface water bodies, drainages, streams, or waterways. There are also no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that govern the project site (CDFW 2019). Therefore, no impacts to biological resources would occur.

3.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

According to Monterey Park Municipal Code § 21.04.291, a "cultural resource" refers to "any structure, portion of a structure, improvement, district, or any grouping of structures or improvements related to one another by virtue of their sharing of common characteristics or uses, and any natural feature, landscape, site, area or object of scientific, aesthetic, educational, cultural, architectural, landscape architectural, archaeological, or historic significance to the citizens of the City and the State, the Southern California region or the nation which is listed in the National Register or is eligible for listing in the National Register."

The proposed project would develop 63 condominium units, associated landscaping, and ancillary amenities over an approximately 2.8-acre vacant parcel. The project site was previously developed, and the site is currently bare, rough graded land. Project development would not destroy any structures or natural features and would be contained entirely on the project site. No historical resources exist on the project site (OHP 2019, NPS 2014, Monterey Park 2019a). Therefore, no impact to historic resources would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. The proposed project would develop a new two-story residential complex with subterranean parking on a previously developed vacant site. Due to the disturbed nature of and lack of identified cultural resources on the project site, it is not anticipated that unknown cultural resources exist on-site. Project development would involve fine surface grading and excavations for the subterranean parking garage and two-story building foundations. However, previously unidentified archaeological resources, including human remains, could be inadvertently encountered during the course of earth moving construction activities. Therefore, the potential for damage to, or destruction of, these resources would be a potentially significant impact. If archaeological resources are discovered during construction, the developer would be required to implement mitigation measure CUL-1, which would ensure proper evaluation and treatment of archaeological resources, if found. With implementation of mitigation measure CUL-1, project impacts to archeological resources would be less than significant.

Mitigation Measure

CUL-1 In the event that construction activities occur within previously undisturbed soils and buried cultural resources are discovered, such resources could be damaged or destroyed, potentially resulting in significant impacts to cultural resources. Prior to the issuance of a grading permit by the City, the project applicant shall retain a qualified archaeologist approved by the City and provide documentation of such retention to the City. The archaeologist shall train project construction workers on the types of archaeological resources that could be found in site soils. The archaeologist shall also periodically monitor project ground-disturbing activities. If archaeological resources are encountered, all construction work 100 feet of the resource find shall cease, and the archaeologist shall be consulted to assess the find, and to determine whether the resource requires further study. The qualified archaeological personnel must assist the City by generating measures to protect the discovered resources. Any previously undiscovered resources found during construction must be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance under all applicable regulatory criteria. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, must be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: *During future grading and construction activities*

Monitoring/Enforcement: *City of Monterey Park*

Compliance with mitigation measure CUL-1 would ensure that implementation of the proposed project does not cause a substantial adverse change in the significance of an archaeological resource. Therefore, potentially significant impacts would be reduced to less than significant with mitigation incorporated. No further mitigation is required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. There are no cemeteries or known human burials at the site, and the subject property was previously disturbed during the construction of the recently demolished school on the project site and subsequent site grading. Although not anticipated because the site was previously developed, excavation activities have the potential to result in the discovery of human remains. In this unlikely event, the City would be responsible for compliance with Health and Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5. Health and Safety Code Section 7050.5, which states that no further disturbance can occur until the county coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98(b), remains must be left in place and free from disturbance until a final decision as to the treatment and disposition is made. If the Los Angeles County coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. Subsequently, the Native American Heritage Commission will identify the most likely descendant. The most likely descendant will then make recommendations and engage in consultations concerning the treatment of the remains, as provided in Public Resources Code Section 5097.98. Impacts in this regard would be less than significant.

3.6 ENERGY

Would the project:

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

Less Than Significant Impact. The following discusses the potential energy demands from construction activities associated with the development of the automotive dealership project and its operation.

Short-Term Construction

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use. Energy consumption during construction (2020 through 2022) was calculated using fuel usage data from EMFAC2017, Version 1.0.2., and OFFROAD2017, Version 1.0.1, and the results are shown in Table 5.

Table 5 Construction-Related Fuel Usage

	Gas		Diesel		Electricity	
Project Component	VMT	Gallons	VMT	Gallons	VMT	kWh
Construction Worker Commute	575,686	21,402	3,602	87	6,290	2,082
Construction Vendor Trips	6,320	1,274	69,745	9,021	0	0
Construction Truck Haul Trips	50	13	57,471	9,137	0	0
Construction Off-Road Equipment	N/A	0	N/A	45,318	N/A	0
Total	**582,056**	**22,689**	**130,818**	**63,563**	**6,290**	**2,082**

Source: CalEEMod Version 2016.3.2; EMFAC2017 Version 1.0.2; OFFROAD2017 Version 1.0.1
Notes: VMT=vehicle miles traveled; kWh=kilowatt hour

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels. It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Construction activities associated with the proposed project would require electricity use to power the construction equipment. The electricity use during construction would vary during different phases of construction, where the majority of construction equipment during site preparation, grading, trenching, and paving would be gas powered or diesel powered, and the later construction phases, such as interior construction and architectural coatings, would require electric-powered equipment. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy used during construction would come from the transport and use of construction equipment, delivery vehicles, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Upon completion of project construction, all construction-equipment would cease. Furthermore, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9 (SCAQMD 2014). Such required practices would limit wasteful and unnecessary energy consumption. Therefore, overall, it is expected that construction energy usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar projects and impacts would be less than significant with respect to construction-related energy demands.

Long-Term Operation

Building Energy

As the proposed project site is currently vacant, no energy is being used on the project site. Operation of the proposed project would therefore generate an increase in the demand for electricity, natural gas, and transportation energy compared to existing conditions. During operation, energy would be used for heating, cooling, and ventilation of the buildings; water heating; on-site equipment; appliances; indoor, outdoor, and perimeter lighting; and security systems. Building electrical and natural gas energy consumption during operation of the proposed project was calculated using CalEEMod, and the results are shown in Table 6.

Table 6 Building Electricity and Natural Gas Consumption

Land Use	Electricity (kWh/year)	Natural Gas (kBTU/year)[1]
Proposed Project Conditions		
Residential Housing	332,636	1,430,650
Subterranean Parking Structure	279,610	0
Parking Lot	393.4	0
Total	**612,639**	**1,430,650**

Source: CalEEMod Version 2016.3.2
Notes: kWh=kilowatt hour; kBTU=1,000 British thermal units
[1] Assumes that each unit would have a fireplace. Total includes 297,000 KBTU associated with operation of these fireplaces (Appendix B)

Electrical service to the proposed project would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As the project site is currently vacant, the proposed project would increase energy demand at the site. As shown in the table, electricity use at the project site would total 612,639 kilowatt hours/year. In addition, the proposed natural gas demand would total 1,430,650 kBTU/year due to consumption associated with residential housing. However, development would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen. Because the proposed project would be consistent with the requirements of these energy-related regulations, it would not result in wasteful or unnecessary electricity demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to electricity and natural gas usage.

Transportation Energy

Energy consumption from transportation during operation of the proposed project was calculated using trip generation data compiled by PlaceWorks, default average trip distances from CalEEMod, and fuel usage data from EMFAC2017. The results are shown in Table 7.

Table 7 Operation-Related Fuel Usage

	Gas		Diesel		Natural Gas		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
Vehicles	1,591,192	57,046	25,461	1,725	100	45	27,054	8,896
Total	**1,591,192**	**57,046**	**25,461**	**1,725**	**100**	**45**	**27,054**	**8,896**

Source: CalEEMod Version 2016.3.2; EMFAC2017 Version 1.0.2
Notes: VMT=vehicle miles traveled; kWh=kilowatt hour

The proposed project would consume transportation energy during operations from the use of motor vehicles. Because the efficiency, such as the average miles per gallon, for motor vehicles involved with the proposed project are unknown, estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and related transportation energy use. The proposed project related VMT would primarily come from future residents. As seen in Table 7, the VMT for the proposed project is estimated to be 1,643,806 miles. However, the proposed project would involve the construction of more residential housing in the city and could contribute to reducing the VMT between residential and service needs in addition to jobs. Furthermore,

the proposed project site would be within an urbanized area with nearby amenities and public transit options. These features and aspects of the proposed project would contribute in minimizing VMT and transportation-related fuel usage. Overall, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The follow discusses consistency of the proposed project with state and local plans pertaining to renewable energy and energy efficiency.

California Renewables Portfolio Standard

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Senate Bill 100 (SB 100) was signed and raised California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. The proposed project would comply with the Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency.

City of Monterey Park Climate Action Plan

As mentioned in Section 3.8, *Greenhouse Gas Emissions*, the City of Monterey Park adopted its Climate Action Plan (CAP) in 2012 to offer a comprehensive strategy for GHG emissions reduction and to foster economic growth through sustainable practices and clean technology (Monterey Park 2012). The CAP provides measures to meet the goal of reducing community GHG emissions to a level 15 percent below 2009 emissions for 2020 and 49 percent below 2009 emissions by 2035, including measures to reduce energy consumption and increase energy efficiency in older buildings and infrastructure. As of 2009, energy consumption generated 31 percent of communitywide GHG emissions and 44 percent of municipal emissions. Cumulatively, the measures listed in the CAP are estimated to provide a 22 percent reduction in GHG emissions from 2009 levels by 2035. While

these measures are not enough to meet the City's goal of 49 percent below 2009 levels by 2035, they are a foundation to build on in later versions of the CAP to meet the 2035 goal. As mentioned in the "Plan Evolution" of the CAP, to ensure an effective and efficiency CAP, the City would modify measures based on their efficacy and add new measures based on future developments.

While most of the policies apply specifically to existing structures, mixed use projects, or city infrastructure improvements, the proposed project is consistent with a number of goals outlined in the CAP as discussed below. Therefore, the proposed project would not interfere with implementation of the City's CAP, and no impact would occur.

- **Building Energy E-1, Efficiency Requirements for New Development.** The proposed project would meet the 2019 Title 24 Building Energy Efficiency Standards and would thus be more efficient than 2008 Title 24 Standards defined in the CAP.

- **Building Energy E-3, Appliance Upgrades.** The proposed project would involve the installation of Energy Star–certified appliances, which would offer a reduction in GHG emissions compared to formerly used, less-efficient appliances.

Building Energy E-4, Smart Meters. The proposed project is anticipated to include the installation of energy management systems (Smart Meters) to encourage users to make more informed decisions to reduce overall energy consumption and cost for the user.

3.7 GEOLOGY AND SOILS

The analysis in the following section is based in part on the findings of the *Report of Geotechnical Engineering Investigation* produced by Quartech Consultants, dated January 22, 2019, and included as Appendix C to this Initial Study.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

Less Than Significant Impact.

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone as delineated by the Earthquake Zones of Required Investigation Map, El Monte Quadrangle (CGS 1999). No active faults are known to transect the site, and therefore the site is not expected to be adversely affected by surface rupturing. The nearest known earthquake fault to the project site is the Elysian Park (Upper) fault, approximately 0.2 mile from the site. The associated maximum earthquake magnitude that can be

produced by nearby seismic events at this fault is 6.7 moment magnitude (Mw). No fault rupture hazards are anticipated at the project site, and no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As with all development in Southern California, the proposed project site is in a seismically active region and may be subject to the effects of ground shaking. Strong ground shaking occurs when energy is released during an earthquake and varies depending on the distance between the site and the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the site. The project site could be expected to experience strong ground shaking from numerous local and regional faults. Structures for human occupancy must be designed to meet or exceed California Building Code (CBC) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground motion with a specified probability at the site.

The Monterey Park Municipal Code adopts the 2019 CBC with modifications. In addition to conformance with the seismic safety provisions of the most current requirements of the municipal code, project development would adhere to the specific recommendations regarding foundation designs and other relevant parameters of the proposed construction in the site-specific geotechnical report by Quartech in Appendix C to this Initial Study, to ensure that impacts related to seismic and geotechnical hazards would not adversely impact the project.

According to the report, the peak ground alluvium acceleration at the project site for a 2 percent and 10 percent probability of exceedance in 50 years is about 0.891g and 0.525g, respectively, where "g" equals the force of gravity. The geologic study recommends that exposed soils within the basement cut areas be removed to at least three feet below the basement grade, then backfilled with compacted fill to grade. Outside the basement areas, near-surface fill soils should be removed to expose natural soils, approximately four feet below existing grade, and extending four feet beyond building lines. Existing near-surface soils should also be removed to approximately one foot in the proposed driveway and concrete flatwork areas, with locally deeper removal necessary to expose competent natural soils, as determined in the field as conditions are exposed. In addition to soil removal standards, the geologic survey presents recommendations for site preparation, backfill, excavations, and foundation design. Conformance with standards and recommendations of the geologic study would ensure adequate mitigation of the risks associated with faulting within or proximate to the project site. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a phenomenon in which cohesionless, saturated, fine-grained sand and sandy silt soils lose shear strength and fail due to ground shaking. Liquefaction is defined as the transformation of granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure. The project site is not located in a mapped potential liquefaction area as indicated in the California Geological Survey's Earthquake Fault Zone and Seismic Hazard Zone maps (CGS 1999). Construction would comply with all 2019 CBC standards, as well as the recommendations of the geologic study, which would ensure adequate mitigation of any risks associated with seismic related ground failure on or

proximate to the project site. Therefore, no impact would occur as a result of seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact. Significant landslides and erosion typically occur on steep slopes where stormwater and high winds can carry topsoil down hillsides. The project is located in a relatively level area, and there are no steep slopes where stormwater and high winds can carry topsoil down hillsides. Additionally, earthquake induced landslide zones are areas where previous occurrence of landslide movement, or local topographical, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement. The project site is not mapped within such a zone. Therefore, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The project site is vacant, bare land that was rough graded in 2018 after demolition of the former structures on the project site. No vegetation currently exists on the site except for several street trees which would remain with project development. Ground disturbance, including grading and excavation, would involve the further removal of topsoil, replacement and recompaction. The graded surface level soils on-site are currently exposed, and development of the project would stabilize soils through the introduction of hardscapes surfaces such as buildings, walkways and driveways, and landscaping.

The construction contractor would be required to implement standard dust control measures and construction site stormwater runoff control measures, including compliance with the National Pollutant Discharge Elimination System permit, best management practices, and low impact development standards, implemented in accordance with the City's municipal code, Los Angeles County requirements, and federal regulations. Stormwater erosion management strategies are further discussed in Section 5.10, *Hydrology and Water Quality*. Conformance with such standards in addition to recommendations of the geologic study would reduce the potential for substantial soil erosion or the loss of topsoil from the site during the grading and construction phases. Once the community center and ancillary features are installed, all exposed soil materials would be covered with buildings, pavement, and landscaped areas, and there would be limited potential for erosion or siltation. The site is generally flat, and stormwater would be managed on-site during operation and drain to existing curb and gutter infrastructure in surrounding streets. Impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Due to the flat topography of the project site and surrounding area, the potential for lateral spreading is considered very low. Additionally, as indicated under Section 3.7(a)(iii), the soils on the project site are not susceptible to liquefaction. According to the geotechnical study prepared for the site, groundwater was not encountered during the subsurface investigation, drilling to a depth of 51.5 feet. (Quartech 2019) The site has been previously developed, and development of the proposed project in coordination with site-specific geologic recommendations would not increase the instability of soil on the

project site. The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse (addressed further under Section 3.7[a][iii]) would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive or "shrink-swell" soils are soils that swell when subjected to moisture and shrink when dry. Expansive soils typically contain clay minerals that attract and absorb water, greatly increasing the volume of the soil. This increase in volume can cause damage to foundations, structures, and roadways. According to the site-specific geotechnical report, soil on the project site consist of sandy silt and silty sand to a depth of approximately 45 feet below ground surface. A laboratory expansion index test was conducted on the existing near-surface materials to evaluate the soil expansion potential. Testing results determined an expansion index of 3, which coordinates to a very low expansion potential (Quartech 2019) There is a low potential for risk associated with expansive soils on the project site. Conformance with the provisions of the most current requirements of the municipal code and the recommendations of the geologic study would ensure adequate mitigation of any risks associated with expansive soils. Therefore, the potential impacts of expansive soils at the proposed project site would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project site is served by existing sewer infrastructure, and project construction would not require connections to septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The project site is relatively flat, and there are no unique geological features on or next to the site. Given the geology and developed nature of the city and the project site, it is highly unlikely that any unknown fossils or geological features would be present in site soils and could be destroyed by ground disturbances from the proposed project. The potential for the discovery of unknown paleontological resources or a unique geologic feature during construction activities of the proposed project is minimal. However, should a previously unknown paleontological or unique geological feature be discovered during construction activities, compliance with Section 5097.5 of the Public Resource Code would result in less than significant impacts to unique paleontological or geologic resources.

3.8 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG

3. Environmental Analysis

identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[2, 3]

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project related GHG emissions. Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.[4] Black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the state's AB 32 inventory and treats this short-lived climate pollutant separately (CARB 2017a).[5] A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the proposed project:

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction and operation-phase GHG emissions are shown in Table 8, *Project-Related Operation GHG Emissions*. As shown in the table, the proposed project would generate GHG emissions from vehicle trips generated by the project (e.g., residents) energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., landscaping equipment used on-site, consumer

[2] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[3] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

[4] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[5] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017a).

products, coatings), water/wastewater generation, and waste disposal. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the project. Overall, development and operation of the proposed project would not generate annual emissions that exceed the SCAQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year (SCAQMD 2010). Therefore, the proposed project's cumulative contribution to GHG emissions would be less than significant.

Table 8 Project-Related Operation GHG Emissions

Source	GHG ($MTCO_2e$/Year)
Area	17
Energy	202
Mobile (Vehicle Trips)	536
Solid Waste	15
Water	13
Amortized Construction Emissions[1]	35
Total	**818**
Proposed SCAQMD Bright-Line Threshold	3,000 $MTCO_2e$/Yr
Exceeds Bright-Line Threshold?	**No**

Source: CalEEMod, Version 2016.3.2. Totals may not equal to the sum of the values as shown due to rounding
Notes: $MTCO_2e$: metric ton of carbon dioxide equivalent
These numbers are based on the construction of 66 residential units (an earlier iteration of the proposed project on which the GHG modeling is based). This results in more conservative GHG emissions.
[1] Total construction emission are amortized over 30 years per SCAQMD methodology.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board's (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy

(CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and California Green Building Code (CALGreen). On December 24, 2017, CARB adopted the Final 2017 Climate Change Scoping Plan Update to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32 (CARB 2017c). While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan and impacts would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. The RTP/SCS identifies multimodal transportation investments, include bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.

The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita GHG emissions related to vehicular travel and achieve the per capita GHG reduction targets for the SCAG region.

The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed project is an infill development project that would provide new residential housing on the project site, which would contribute to reducing the vehicle miles traveled between residential and service needs. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS, and no impact would occur.

City of Monterey Park Climate Action Plan

Adopted by the City of Monterey Park in 2012, the Climate Action Plan (CAP) provides a comprehensive strategy for the reduction of GHG emissions and fosters economic growth that stems from sustainable

practices and clean technology (Monterey Park 2012). Furthermore, the CAP provides measures to meet the goal of reducing community GHG emissions to a level 15 percent below 2009 emissions for 2020 and 49 percent below 2009 emissions by 2035. Cumulatively, the measures listed in the CAP are estimated to provide a 22 percent reduction from 2009 levels by 2035. While these measures are not enough to meet the City's goal of 49 percent below 2009 levels by 2035, they serve as a foundation that can be built upon in later versions of the CAP to meet the 2035 goal. As mentioned in the Plan Evolution of the CAP, to ensure an effective and efficient CAP, the City would modify measures based on their efficacy and add new measures based on future developments.

While most of the policies apply specifically to existing structures, mixed use projects, or city infrastructure improvements, the proposed project is consistent with a number of goals outlined in the CAP, as discussed below. Therefore, the proposed project would not interfere with implementation of the City's CAP, and no impact would occur.

- **Building Energy E-1. Efficiency Requirements for New Development.** The proposed project would meet the 2019 Title 24 Building Energy Efficiency Standards and would thus be more efficient than 2008 Title 24 Standards defined in the CAP.

- **Building Energy E-3. Appliance Upgrades.** The proposed project would involve the installation of Energy Star certified appliances, which would offer a reduction in GHG emissions compared to formerly used, less efficient appliances.

- **Building Energy E-4. Smart Meters.** The proposed project is anticipated to include the installation of energy management systems (Smart Meters) to encourage users to make more informed decisions to reduce overall energy consumption and cost for the user.

- **Transportation T-1.2: Promote Use of Transit Network.** The proposed project would be consistent with the Transportation Measure listed under the CAP. Implementation of the proposed project would result in more opportunities for housing in the city and would serve the local population and those currently working in the City. Providing more housing in the region could contribute to reducing the vehicle miles traveled between residential and service needs.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. The project site was previously developed as a school, is currently vacant land, and no known recognized environmental conditions exist on the project site. During the construction phase, hazardous materials in the form of solvents, glues, and other common construction materials containing toxic substances may be transported to the site, and construction waste that possibly contains hazardous materials could be transported off the site for purposes of disposal. Use and/or storage of hazardous materials

at the project site are expected to be minimal and would not constitute a level that would be subject to regulation. Operation of the proposed project would not require the handling of hazardous materials or result in the production of large amounts of hazardous waste and would consist mainly of cleaning solvents for routine maintenance. Adherence to all applicable federal and state laws related to routine transport, use, or disposal of hazardous materials would apply. Development of the residential complex would not create a significant hazard through the routine transport, use or disposal of hazardous materials, and impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact.

Construction Effects

The project site does not appear on any regulatory agency database, including GeoTracker, EnviroStor, EnviroMapper, EJSCREEN, or the SWIS facility database (SWRCB 2019, DTSC 2019; EPA 2019a; EPA 2019b; CalRecycle 2019). Construction activities associated with the proposed project are not expected to result in the exposure of construction personnel and the public to hazardous substances on-site, as no known substances exist on the project site. Additionally, no environmental hazards were identified within a 0.25-mile radius of the project site. Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials,
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking),
- Inhalation of airborne dust released from dried hazardous materials.

Cal/OSHA regulates worker safety with respect to the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee training programs.

Compliance with existing regulations would ensure that construction workers and the general public are not exposed to any unusual or excessive risks related to hazardous materials during construction activities. Construction impacts would be less than significant.

Operational Effects

It is not anticipated that operation of the proposed project would create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Hazardous materials that could be stored within the project site

would consist of common household chemicals used for maintenance and cleaning. Development of the proposed project would include the use and storage of common hazardous materials such as paints, solvents, and cleaning products.

In the unlikely event of unanticipated exposure to these products, the potential risk would vary among individuals as the properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that are expected to be stored and used on the project site. Common maintenance products and chemicals would be used, and with adherence to warning labels and storage recommendations from the individual manufacturers, these hazardous materials would not pose any greater risk than at any other similar development. Therefore, the probability of a major hazardous materials incident would be remote for the proposed project. Minor incidents could occur, but the consequences of such accidents would likely not be severe due to the types and amounts of common chemicals anticipated to be used at the project site. Operational impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact with Mitigation Incorporated. The proposed project site is directly south of Esther's Nest Children's School. As discussed above under Sections 3.9(a) and 3.9(b), the use of hazardous materials and substances during the operation of the proposed project would generally be minimal in quantity and intensity of use. All hazardous materials and substances at the project site would be subject to federal, state, and local health and safety requirements (i.e., Resource Conservation and Recovery Act, California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health), and the proposed project would be governed under regulatory oversight agencies (e.g., Los Angeles County Environmental Health Division, RWQCB). The proposed project would result in a less-than-significant impact regarding the emission or handling of hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed school (air quality emissions are discussed in Section 3.3).

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Refer to response 3.9(b). The project site does not appear on any regulatory agency database, including GeoTracker, EnviroStor, EnviroMapper, EJSCREEN, or the SWIS facility database (SWRCB 2019; DTSC 2019; EPA 2019a, 2019b; CalRecycle 2019). Adherence to existing laws and regulations would ensure that no impact associated with exposure to hazardous materials from the development of the proposed project would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The proposed project site is approximately 4.5 miles northeast of the San Gabriel Valley Airport, which is at 4233 Santa Anita Avenue in the City of El Monte. According to the Los Angeles County Airport Land Use Commission Interactive Map, the proposed project site is not in an airport land use plan area (Los Angeles 2019). As a result, the proposed project would not result in safety hazards or excessive noise for people residing or working in the area, and no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of Monterey Park's Standardized Emergency Management System (SEMS) provides a framework for coordinating multi-agency emergency responses. The City's SEMS incorporates mutual aid agreements, establishes lines of communication during emergencies, and standardizes incident command structures. The City is anticipating an update to its Safety and Community Services General Plan Element. Development of the proposed project would be conducted in accordance with regulatory standards governing emergency access requirements and would not interfere with any existing or proposed emergency response plans or emergency evacuation plans. Therefore, implementation of the proposed project would have no impact on emergency response or evacuation plans. Refer to Section 3.15.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The proposed project site and surrounding area are characterized by features typical of an urban landscape. No wildlands exist within the immediate vicinity of the project site. The proposed project is not located within a state responsibility area or land classified as very high fire hazard severity zones as identified in the Los Angeles County Fire Hazard Severity Zone Map (CAL FIRE 2007). Consequently, development of the proposed project would not result in the direct or indirect exposure of people or structures to hazards associated with wildland fires, and no impact would occur.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Urban runoff (both dry and wet weather) discharges into storm drains and, in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, chemical, and biological compounds from both point and nonpoint sources. In the urban environment, stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention,

types and amounts of best management practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Urban runoff can be divided into two categories: dry and wet weather urban runoff.

- Dry weather urban runoff occurs when there is no precipitation-generated runoff. Typical sources include landscape irrigation runoff, driveway and sidewalk washing, noncommercial vehicle washing, groundwater seepage, fire flow, potable water line operations and maintenance discharges, and permitted or illegal non-stormwater discharges.

- Wet weather urban runoff refers collectively to nonpoint source discharges that result from precipitation events. Wet weather runoff includes stormwater runoff. Stormwater discharges are generated by runoff from land and impervious areas such as building rooftops, paved streets, and parking lots.

In 1999, the State Water Resources Control Board (SWRCB) adopted Order No. 99-08-DWQ, National Pollution Discharge Elimination System (NPDES) General Construction Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). This permit was subsequently amended to include smaller construction sites. The general construction permit requires that construction sites with 1 acre or greater of soil disturbance, or less than 1 acre, but part of a greater common plan of development, apply for coverage for discharges under the general construction permit by submitting a Notice of Intent (NOI) for coverage, developing a stormwater pollution prevention plan (SWPPP), and implementing best management practices (BMPs) to address construction site pollutants. The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through the individual Regional Water Quality Control Boards (RWQCB).

Construction of the proposed project would be subject to local, state, and federal water quality regulations. This includes, without limitation, required adherence to the federal Clean Water Act (CWA), NPDES requirements, the National Flood Insurance Act, the California Clean Water Act, California Department of Water Resources requirements, the California Fish and Wildlife Code, the California Water Code, Los Angeles RWQCB regulations, and the City's municipal code. The municipal code regulations regarding stormwater requirements can be found in Chapter 6.30, *Stormwater and Urban Runoff Pollution Prevention Controls of the City of Monterey Park*. Among Chapter 6.30's regulations are BMPs for all existing land uses, construction, and new development. These BMPs include drainage controls to prevent runoff from leaving a project site, the prohibition of toxic chemical or fuels in areas exposed to stormwater, and measures to ensure excavated soil do not run off site. Development of the proposed project could result in a significant impact to hydrology and water quality if associated construction activities or operations resulted in the violation of any water quality or waste discharge standards. However, compliance with existing regulations would ensure water quality standards or waste discharge requirements would not be degraded.

Before construction, the applicant's construction manager would be required to prepare a SWPPP and obtain a waste discharge identification number from the Los Angeles RWQCB. The SWPPP would include a series of

specific measures that would be included in the construction process to address erosion, accidental spills, and the quality of stormwater runoff. BMPs that must be implemented as part of a SWPPP can be grouped into two major categories: erosion and sediment control BMPs, and non-stormwater management and materials management BMPs. Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Sediment controls are practices to collect soil particles after they have migrated but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and stockpile management areas. Tracking controls prevent sediment from being tracked off-site via vehicles leaving the site to the extent practicable. A stabilized construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Requirements for waste discharges to stormwater from operation of developed land uses within the coastal watersheds of Los Angeles and Ventura counties are in the Municipal Stormwater Permit (MS4 Permit), Order No. R4-2012-0175, issued by the RWQCB in 2012. Development of the proposed project would include preparation and implementation of a water quality management plan pursuant to the MS4 Permit, specifying BMPs to be used during project design and operation to minimize stormwater pollution. Approximately 14 percent of area on the project site would be pervious land uses with project development.

Water runoff on the site would be captured by various catch basins located throughout the site. From there, water would be conveyed via PVC storm drainpipes and toward an on-site dry well stormwater treatment system located at the northeast boundary of the project site proximate to Whitmore Street. Other BMPs would include river rock rip-rap pad and "no dumping" signs at the catch basins. It is anticipated that project conformance with appropriate BMPs and compliance with applicable local, state, and federal water quality regulations, in combination with design standards implemented by the applicant's construction manager, would reduce potential water quality impacts during construction and operation to less than significant. Refer also to Section 3.10(c).

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The project site is on vacant land consisting sparse patches of grass or exposed soil. Implementation of the proposed project would result in the development of a 63-unit residential development with attached and subterranean garages. The project site is over the Main San Gabriel Valley Groundwater Basin. The City of Monterey Park Water Utility Division would provide potable water to the project site. The City receives its water supply entirely from local groundwater, and the water is produced by seven City-owned wells with a total capacity of 20 million gallons per day (mgd) (Monterey Park 2019b).

The City estimates that water demands in its service area for normal years would increase from approximately 9,782 acre-feet per year (afy) in 2020 to approximately 10,737 afy in 2035 (Monterey Park 2015). The City forecasts that it will have sufficient water supplies to meet water demands in its service area for normal, single dry, and multiple dry years. Estimates of future population are based on projections from SCAG. Therefore, development of the proposed project would have been accounted for in the City's estimates of future water demands. Project water demands would not substantially deplete groundwater supplies.

The proposed project site is neither a designated groundwater recharge area, nor does it serve as a primary source of groundwater recharge. A geotechnical study prepared by Quartech Consultants for the site did not encounter groundwater when drilling to a depth of 51.5 feet (Quartech 2019). Additionally, according to the Los Angeles County Assessor, from as early as 1996 and to 2018, the site (APN 5286-019-013) was previously developed as the New Avenue Elementary School; therefore, project conditions would likely be similar to historical uses as they pertains to recharge potential. No water features (e.g., streams or creeks) that serve the purpose of groundwater recharge for the area are located in the project vicinity. Therefore, implementation of the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

Less Than Significant Impact.

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Refer to Response 3.10(a), above. The contractor would be responsible for preparation and implementation of a SWPPP by using a qualified SWPPP practitioner as defined in the General Construction Permit. This includes maintenance of erosion and sediment controls during the life of the project and submittal of the annual reports.

A proposed roof drain and area drain system would convey collected stormwater toward a landscaped area located at the northeastern corner of project the site. Once there, water will ultimately drain to an on-site dry well stormwater treatment system. The applicant's contractor would be required to prepare an SWPPP in order to comply with the RWQCB's General Construction Storm Water Permit. The SWPPP will identify BMPs to be implemented during construction activities at the project site to minimize soil erosion and protect existing drainage systems. Types of BMPs that are incorporated in SWPPPs and would help minimize impacts from soil erosion include:

- **Erosion controls:** Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- **Sediment controls:** Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- **Tracking controls:** Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

Compliance with existing regulations and BMPs developed to minimize erosion and siltation would reduce this impact to a less than significant level. Project infrastructure would connect to existing off-site storm drain infrastructure, and no upgrades or expansion of such off-site facilities would occur with project implementation. Standard BMPs designed to prevent erosion during and after construction, as well as the

introduction of pervious land uses in the center of the site where drainage occurs, would slow stormwater runoff velocities and allow sediment to settle out of the water, and the nature of drainage patterns on the project site would capture trash and debris and restrict flow of debris into the storm drain system. The City of Monterey Park prohibits the configuration of land, whether naturally or as the result of grading operations or excavation, that causes erosion, subsidence, or surface water drainage problems that would potentially cause injury to public health, safety, welfare, or adjacent properties. Water runoff would be minimized to the extent possible, and the project would comply with the requirements of the MS4 Permit as outlined in the municipal code. The proposed project would be designed to meet local, state, and federal water quality standards and to ensure that stormwater flows do not result in substantial erosion or siltation.

Therefore, post development runoff would be adequately handled by the proposed project's drainage system and would not exceed the capacity of existing or planned stormwater drainage systems or substantially alter the existing drainage pattern of the project site or area in a manner that would result in flooding on- or offsite. Therefore, project impacts would be less than significant, and no mitigation measures are necessary.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Refer to Response 3.10(c)(i), above.

Under proposed conditions, on-site runoff from the project site would be collected on the buildings' roofs and within the pavement areas into catch basins. Collected runoff would be conveyed underground through a new stormwater drain system. Runoff would travel through the stormwater drain system toward a new on-site dry well stormwater treatment system at the northeastern corner of the project site.

Therefore, post-development runoff would be adequately handled by the proposed project's drainage system and would not exceed the capacity of existing or planned stormwater drainage systems or substantially alter the existing drainage pattern of the project site or area in a manner that would result in flooding on- or off-site. Project impacts would be less than significant, and no mitigation measures are necessary.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project impacts on the capacity of storm drainage systems and project stormwater pollution impacts would be less than significant, as substantiated in 3.10(b) and 3.10(c)(i). No mitigation measures are necessary.

iv) Impede or redirect flood flows?

No Impact. The proposed project area is within Federal Emergency Management Agency Flood Zone Designation X (Zone X) (FEMA 2008). Zone X is an area of minimal flood hazard, usually depicted on Flood Insurance Rate Maps (FIRMs) as above the 500-year flood level. In particular, the project site is in an area protected by levees from the 1 percent annual flood risk. Therefore, the project site is not located

within a flood hazard area. Implementation of the proposed project would not impede or redirect flood flows and runoff rates would remain similar to existing conditions. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As stated in Response 3.10(c)(iv), the proposed project site is not within a flood hazard area. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. The General Plan identifies the Garvey Reservoir and Laguna Basin as the only potential flood hazards of concern to the city in the unlikely event that catastrophic dam failure were to occur. (Monterey Park 2001)

The Garvey Reservoir is owned by the Metropolitan Water District of Southern California (MWD) and is located approximately a mile to the southwest. MWD performed improvements to Garvey Reservoir in 1999 to ensure reservoir integrity. Further, the California Department of Conservation, Division of Dams and Safety, annually inspects the Garvey Reservoir dams to ensure the structure is sound and operating as intended (CGS 2019). In the unlikely event catastrophic of dam failure at Garvey Reservoir, the project site is outside of the projected flood zone. The Laguna Basin is approximately 3.5 miles to the southwest and is managed by the Los Angeles County Department of Public Works. In the unlikely event of catastrophic failure of the Laguna Basin, the inundation area would be confined to the interchange of Interstate 710 (Long Beach Freeway) and Interstate 10 (San Bernardino Freeway) and would not impact the proposed project. Lastly, the project site is not in a mapped tsunami inundation zone as identified in the Los Angeles County Tsunami Inundation Maps (CGS 2009). Therefore, the project is not subject to inundation by tsunami, seiche, or flood, and no impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As stated in Responses 3.10(a) and 3.10(b), above, compliance with existing laws and regulations would ensure that the proposed project would result in a less than significant impact regarding conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would occur entirely on two adjacent parcels totaling approximately 2.8 acres in size. All proposed improvements would occur within the confines of the site, and no major off-site improvements (e.g., construction of new roadways) would be required. The proposed residential development would occur in an area designated as high density residential and would not divide any established community. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project site has a General Plan designation of High Density Residential and is zoned as High Density Residential (R-3). Development of the proposed residential development would comply with these established land use designations. No changes to the existing zoning or General Plan land use designations would occur as a result of the proposed project. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. No impact would occur.

3.12 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The project site is located in a fully developed and urbanized area in the City of Monterey Park. Furthermore, the project site has been previously disturbed with construction of a school. The project site is listed as MRZ-4 according to the California Geological Survey's Mineral Land Classification Map. MRZ-4 is defined as areas where available information is inadequate for assignment to any other MRZ zone. (CGS 1994). Additionally, no active mines in the City of Monterey Park are mapped by the California Office of Mine Reclamation (OMR 2019). There are no active oil or gas wells on or next to the site; the nearest well to the site is an idle well approximately 400 feet to the southwest (DOGGR 2019). Project development would not result in the loss of any known mineral resource, and no impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As discussed above in Response 3.12(a), no mineral resource recovery sites are identified on or in the immediate vicinity of the project site. Project development would not result in the loss of availability of mineral resources and no impact would occur.

3.13 NOISE

Noise Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Fundamentals of noise and vibration and additional regulatory background information, including local regulations, are included in Appendix D.

Environmental Setting

The noise environment in the project area is influenced primarily by traffic noise on local roadways such as New Avenue. The Year 2020 noise contour map in the General Plan Safety & Community Services Element shows the project site within the 65 dBA CNEL noise contour. During plan check and design-level review of the project, the City's building department may require a detailed acoustical study showing compliance with City and State exterior and interior noise standards related to the land use compatibility of the project site for residential use. It is important to note that with the Supreme Court decision regarding the assessment of the environment's impacts on projects, it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. (*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015.) As a result, while the noise from existing sources is taken into account as part of the baseline, the direct effect of exterior noise from nearby noise sources relative to land use compatibility of the project is no longer a required topic for impact evaluation under CEQA, and no determination of significance is required.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The proposed project is in the City of Monterey Park and borders the City of Rosemead to the east. The nearest sensitive receptors are the surrounding residences adjacent to the site to the south in the City of Monterey Park and to the east in the City of Rosemead. In addition to residential sensitive receptors, Esther's Nest Children School daycare is north of the project on New Avenue. Sky City Christian Reformed Church is north of the project site on Emerson Avenue.

Applicable Standards

State Noise Regulations

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

California Code of Regulations, Title 24, Chapter 12

The Monterey Park Municipal Code adopted the 2019 California Building Code with local amendments based on local geographic, topographic, or climatic conditions. The CBC regulates noise insulation standards. These noise standards are for new construction in California for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when new buildings with habitable rooms that are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA CNEL/L_{dn} or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to 45 dBA CNEL/L_{dn}.

3. Environmental Analysis

City of Monterey Park

The City of Monterey Park has established exterior noise standards for residential, commercial, and industrial uses under municipal code chapter 9.53, *Noise*. Table 9, *City of Monterey Park Exterior Noise Standards*, shows the City's noise standards.

Table 9 City of Monterey Park Exterior Noise Standards

Zone	Time Period	Allowable Noise Level, L_{50} dBA[1]
Residential	7:00 am to 10:00 pm	55
	10:00 pm to 7:00 am	50
Commercial	7:00 am to 10:00 pm	65
	10:00 pm to 7:00 am	55
Industrial	Anytime	70

Source: City of Monterey Park Municipal Code, Chapter 9.53, *Noise*
Notes:
The exterior noise standards may not be exceeded by more than:
5 dBA for a cumulative period of 15 minutes in any hour (L_{25})
10 dBA for a cumulative period of 5 minutes in any hour (L_8)
15 dBA for a cumulative period of 1 minutes in any hour (L_2)
20 dBA for less than 1 minute (L_{max}).
[1] The median ambient noise level is the L_{50} metric

Construction and demolition work conducted between 7:00 am to 7:00 pm on weekdays and 9:00 am to 6:00 pm weekends and holidays is exempt from the municipal code noise standards.

The municipal code does not establish vibration limits. Therefore, for the purposes of this analysis, the Federal Transit Administration (FTA) threshold of 0.2 inches/second (in/sec) peak particle velocity (PPV) will be used to assess vibration impacts at nonengineered structures (e.g., wood-frame residential) (FTA 2018).

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact with Mitigation Incorporated.

Construction Noise

Construction activities are anticipated to last approximately 21 months. Construction equipment for the proposed project could include graders, scrapers, tractors, loaders, lifts, dozers, backhoes, excavators, cranes, welders, air compressors, rollers, and paving equipment.

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris haul and (2) stationary-source noise from use of construction equipment.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet from the worker and vendor vehicles and haul trucks. Haul trips would likely overlap during grading and utility trenching phases over a 15-day period. However, these occurrences would be temporary, generally be infrequent, and short lived. Therefore, noise impacts from construction haul trips would be less than significant.

Worker and vendor trips would total a maximum of 125 daily trips during townhome and garage construction. Existing average daily traffic (ADT) on access roadway segments is as low as approximately 8,530.[6] This would result in a temporary noise increase of approximately 0.1 dBA CNEL or less, which would not be perceptible and, therefore, would result in a less than significant increase.

Construction Equipment

Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest piece or pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction phase is determined by combining the L_{eq} contributions from each piece of equipment used at a given time, while accounting for the ongoing time variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on what specific activity is being performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different loads and power requirements. Noise levels from project-related construction activities were calculated from the simultaneous use of all applicable construction equipment at spatially averaged distances (i.e., from the acoustical center of the general construction site) to the property line of the nearest receptors. Although construction may occur across the entire phase area, the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors.

Construction for the proposed project would have two development phases. Some activity phases, such as townhome construction, may overlap or be repeated in Phase 2. However, the construction equipment is not anticipated to change. Using the construction activity phase information provided by the applicant and CalEEMod air quality model defaults, project construction noise was estimated using the Federal Highway

[6] ADT is estimated to be approximately 10 times peak hour volume.

3. Environmental Analysis

Administration (FHWA) Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 10, *Phase 1 and Phase 2 Construction Noise*. RCNM modeling input and output worksheets are included in Appendix D.

Table 10 Phase 1 and Phase 2 Construction Noise

Construction Activity	Nearest Sensitive Receptor			
	Rosemead Residences 100 feet east	Monterey Park Residences 175 feet west	Esther's Nest Children School Daycare 475 feet north	Sky City Christian Reformed Church 625 feet north
Site Preparation[1]	79	74	66	63
Grading[1]	79	74	66	63
Soil Haul & Utility Trenching[1]	76	71	62	60
Townhome Construction[1,2]	77	72	64	61
Architectural Coating[1,2]	68	63	54	52
Paving[1,2]	80	75	66	64
Finish & Landscaping[1,2]	71	66	57	55

Notes:
Calculations performed with the FHWA RCNM software are included in Appendix D. Distance measurements were taken using Google Earth 2019 from the approximate acoustical center of the project site.
Decibels rounded to the nearest whole number.
These numbers are based on the construction of 66 residential units (an earlier iteration of the proposed project on which the noise calculations are based). This results in more conservative noise levels.
[1] Phase 1
[2] Phase 2

As shown in Table 10, construction-related noise levels may exceed the 65 dBA threshold at nearby residences and Esther's Nest Children School daycare. This would be considered a potentially significant impact. Implementation of Mitigation Measure N-1 would reduce this impact to a level of less than significant. The combination of noise reduction measures in Mitigation Measure N-1 are estimated to reduce construction noise levels by at least 15 dBA.

MM N-1 Before the City issues any demolition, grading and/or building permits, a note is required on all construction plans stating that during grading, demolition, and construction, the applicant is responsible for requiring contractors to implement the following measures to limit construction-related noise to a performance standard of 65 dBA at nearby sensitive uses:

- Per the Monterey Park Municipal Code construction activity are limited to the hours of 7:00 am to 7:00 pm on weekdays and 9:00 am to 6:00 pm on Saturdays.
- During the entire active construction period, equipment and trucks used for project construction must use the best available noise control techniques wherever feasible (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Require that impact tools (e.g., jack hammers and hoe rams) be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust

muffler on the compressed air exhaust must be used along with external noise jackets on the tools.

- Stationary equipment such as generators and air compressors must be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling of materials must be located as far as feasible from nearby noise-sensitive receptors.
- At least 10 days before construction activities begin, a sign must be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she must investigate, take appropriate corrective action, and report the action to the City.
- Signs must be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment must be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only. The construction manager must use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors) at the property line, where feasible. Barriers must be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier.

Operational Noise

Traffic Noise

With respect to project-related increases, noise impacts can be put into three categories. The first is "audible" impacts, which refer to increases in noise level that are perceptible to humans. Audible increases generally refer to a change of 3 dBA or more since this level has been found to be the threshold of perception in exterior environments. The second category, "potentially audible" impacts, refers to a change in noise level between 1 and 3 dBA. The last category includes changes in noise level of less than 1 dBA, which are typically "inaudible" to the human ear except under quiet conditions in controlled environments. Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dBA CNEL increase in traffic-generated noise levels. An increase of 3 dBA CNEL is used as a threshold for a substantial increase.

3. Environmental Analysis

The peak hour traffic volumes along roadways in the project area were used to analyze traffic noise increases due to the proposed project. This analysis compares Existing Plus Project peak hour traffic volumes to the Existing traffic volumes logarithmically to estimate the project noise increase along study roadway segments. The additional trips created by the project would result in a permanent noise level increase of up to 0.3 dBA CNEL along Whitmore Street east of New Avenue. Traffic noise increases would be less along all other study roadway segments (see Appendix D). To determine the cumulative traffic noise level increase, the Future Plus Project traffic volumes were compared to the Existing traffic volumes. The permanent noise level increase was estimated to be up to 0.4 dBA CNEL, also along Whitmore Street east of New Avenue. Since the permanent noise level increase due to project-generated traffic would be less than 3 dBA CNEL, the proposed project would not cause a substantial permanent noise level increase at surrounding noise-sensitive receptors.

Stationary Sources

Future HVAC for the proposed residential units would be located on the ground in the backyard of each unit. These individual units for each residence are expected to be similar to existing HVAC equipment at nearby residential buildings. Noise from future HVAC at residences in the eastern and southern portion of the project site would be shielded by a proposed six-foot-high masonry wall. To the north, HVAC units would be at least 70 feet from the nearest residential property lines across Whitmore Street. At this distance, noise from HVAC equipment is not expected to be substantial, and this impact would be less than significant.

The project proposes a dog run park, BBQ area, and communal lawn area near residences to the south and east. The project proposes a six-foot-high masonry wall around the south and east perimeter adjacent to other residential uses. This would block line-of-sight to noise sources such as dogs barking and future residences gathering and conversing in the BBQ and communal lawn area, thereby reducing project operational noise. However, if uncontrolled, dogs barking could create a nuisance, which is considered potentially significant. Implementation of Mitigation Measure N-2 would reduce impacts to a level of less than significant.

MM N-2

- Dog park hours of operation are limited to 7:00 am to 7:00 pm, thereby restricting use during the more sensitive evening and nighttime hours.
- Signage must be installed informing users that the dog owner or handler must be present at all times and cannot leave the dog(s) unattended.
- Signage must be installed informing users that in the case of excessive barking, the owner or dog handler must remove the dog from the park.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated.

Operational Vibration

The main concern associated with groundborne vibration from this type of project is annoyance; however, vibration-sensitive instruments and operations can be disrupted at much lower levels than would typically affect

other uses. In extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. There are no existing sources of groundborne vibration surrounding the project site and the proposed residences would not be exposed to excessive groundborne vibration. Therefore, this analysis focuses on the potential for the project to generate vibration at surrounding land uses. Groundborne vibration occurring as part of the project would result from construction equipment. Following construction, the proposed residences would not generate groundborne vibration. Thus, no significant vibration effects from operations sources would occur.

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches levels that can damage structures.

For reference, a vibration level of 0.2 in/sec PPV is used as the limit for non-engineered timber and masonry buildings (which would apply to the surrounding residential structures) (FTA 2018). As shown in Table 11, *Vibration Levels for Typical Construction Equipment*, typical construction equipment aside from vibratory rollers produce vibration levels of less than 0.2 in/sec at a distance of 25 feet. At a distance greater than 25 feet, vibratory roller vibration levels would attenuate to less than the 0.2 in/sec PPV.

Table 11 Vibration Levels for Typical Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Vibratory Roller	0.21
Large Bulldozer	0.089
Loaded Trucks	0.079
Jackhammer	0.035
Small Bulldozer	0.003

Source: FTA, 2018.

The nearest structures to proposed paving areas are residential structures within 10 feet of the proposed driveways on the south, east, and northeast edges of the project site. The proximity of the proposed driveways and paving activities could result in vibration levels greater than 0.2 in/sec PPV. Therefore, this impact would be potentially significant. Implementation of Mitigation Measure N-3 would reduce construction vibration impacts to a level of less than significant.

Mitigation Measure

N-3 If paving activity during construction is required within 25 feet of nearby residential structures, use of a static roller in lieu of a vibratory roller must be utilized.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no airstrips or airports within two miles of the project (AirNav 2019). The nearest airport is the San Gabriel Valley Airport, approximately 4.5 miles northeast. The project would, therefore, not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

3.14 POPULATION AND HOUSING

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed project is in a developed residential area and consists of the development of 63 condominium units at a density of approximately 22.5 dwelling units per acre (du/ac), consistent with the maximum residential density range (25 du/ac) permitted for the High Density Residential General Plan land use designation of the project site. According to the California Department of Finance, the average household size in Monterey Park in 2019 was 3.05 persons (CDF 2019). Therefore, the project is estimated to house approximately 192 residents at full occupancy. The population of the city is forecast to increase from 64,240 people in 2019 to 75,442 in 2040 (Monterey Park 2019c), a net increase of 11,202 people. The proposed project's population of 192 persons would fall well within the city's regional population forecast for 2040, accounting for under 2 percent of the forecast population increase. Therefore, impacts involving the increase in population growth would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing currently exists on the project site. No actively utilized or potentially active residences would be displaced or removed as a result of the proposed project, and the proposed project would create additional housing. Therefore, the proposed project would not displace any people or necessitate the construction of any replacement housing. No impact would occur.

3.15 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. Fire prevention, fire protection, and emergency medical services in the immediate project area are provided by the Monterey Park Fire Department. The proposed project would be

constructed to meet the requirements of the state fire marshal and would adhere to the City's fire safety standards. Site development would be reviewed by the Community and Economic Development Department to ensure that public safety is considered and addressed. Additionally, the proposed project would pay fire services impact fees as required by the municipal code (Title 14, Chapter 12, Section 165). These fees would be used to offset demands created by the proposed project on fire services in the city. Although the proposed project would result in approximately 192 new residents, adherence to conditions of approval identified by the City and payment of applicable fees and taxes would ensure impacts are reduced to a less than significant level..

b) Police protection?

Less Than Significant Impact. Law enforcement services in the area are provided by the Monterey Park Police Department. Site development would be reviewed by the Community and Economic Development Department to ensure that public safety is considered and addressed, and the proposed project would adhere to conditions of approval identified by the City. Additionally, the City of Monterey Park requires new developments to pay fees for the cost of providing police services. Although the proposed project would result in approximately 192 new residents, implementation of the conditions of approval identified by the City and payment of applicable fees and taxes would ensure impacts are reduced to a less than significant level.

c) Schools?

Less Than Significant Impact. See Section 3.14(a). The proposed project would result in 192 persons at buildout and would be served by the Garvey School District (GSD) and the Alhambra Unified School District (AUSD). Both districts have adopted fee programs. The current school fees for AUSD are $3.79 per square foot for residential projects. The current school fees for GSD are $3.48 per square foot for multifamily residential projects. Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to school facilities. Additionally, GSD enrollment has dropped from 6,297 student in the 2005/2006 school year to 4,491 students in the 2019/2020 school year, a 28 percent drop in enrollment (GUSD 2017, 2019). AUSD has seen a similar decline in enrollment. Currently, AUSD has a capacity of 21,456 student with an enrollment of 16,389 students, a difference of 4,574 students (Rincon ,2019). Both GSD and AUSD have at least 20 percent remaining capacity for future students. Between the development impact fees and available capacity for future enrollment, impact involving the increase in population growth would be less than significant.

d) Parks?

No Impact. See response to Section 3.15(a), below. As substantiated in that section, impacts would be less than significant, and no mitigation measures are necessary.

e) Other public facilities?

Less than significant. The only library in the City of Monterey Park, Monterey Park Bruggemeyer Library, is approximately one mile southeast of the project site. The City has adopted development impact fees to help cover the impacts of new residential developments on public services. The current impact fee for attached dwelling units is $9,625/unit. The revenue raised by payment of this fee is used solely for the costs of public

services such as, parks, fire, public safety facilities, and libraries. Therefore, with payment of the development impact fee, impacts on library and other public services due to the increase in population growth would be less than significant.

3.16 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. Implementation of the proposed project would result in the development of new residential housing units with private and shared outdoor spaces including seating, a BBQ area, dog park run area, lawn area, and other ancillary amenities. An increase in population from the proposed residential uses would have the potential to increase demand for local or regional recreational facilities or parks. The proposed project would support on-site recreational spaces for residents and limit the impact on neighboring parks and recreational spaces; however, parks and recreational areas in the project vicinity would serve additional needs to new residents.

The City currently contains approximately 129.8 acres of City-owned open space across 13 parks (82.80 acres) and one golf course (47 acres). The City's parkland-to-resident ratio is approximately 2.11 acres per 1,000 residents. The City's General Plan Resources Element does not include an adopted parkland-to-resident ratio; however, the City's ratio is considered below the National Park and Recreation Association's (NRPA) guideline of 2.5 to 4.0 acres of parkland for every 1,000 residents (Monterey Park 2019c). While the City does not meet ,the NRPA standard for parkland, implementation of the proposed project is not expected to reduce the existing ratio of 2.11 acres per 1,000 residents. Furthermore, the proposed project would be subject to development impact fees. This park funding mechanism would offset the incremental increase in demand for park facilities from implementation of the proposed project and impacts with regard to the increased usage of existing recreation facilities would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed project would develop on-site recreational spaces as part of the residential development, including shared outdoor spaces with seating, a BBQ area, dog park run area, lawn area, and other ancillary amenities. The proposed project does not involve any construction of recreational facilities beyond what is proposed to serve future residents of the housing development, and project development does not propose construction or expansion of existing recreational facilities in the city. Furthermore, construction of the proposed project's recreational areas and amenities by themselves are not considered likely to result in a significant construction- or operational-related impact, and the physical impacts associated with construction of the proposed project's recreational areas and amenities are analyzed throughout this Initial Study. Furthermore, as discussed in Section 3.16(a), above, the proposed project would be subject to development impact fees to fund any increase in demand for park facilities in the city. Therefore, a less than significant impact would occur.

3.17 TRANSPORTATION

The following section is based in part on the findings of the *Traffic Impact Analysis for The New Avenue 66-Unit Residential Development,* conducted by PlaceWorks and dated October 2019 (see Appendix E).

Note that the traffic impact study (TIA) includes a comprehensive analysis of the potential impact of buildout of the proposed project on the level of service (LOS) of four area intersections and four roadway segments. The results of this LOS analysis, however, are not reproduced or summarized in this Initial Study section because, pursuant to SB 743—passed in September 2013 and incorporated into updated CEQA Guidelines approved in December 2018—LOS and auto delay are no longer metrics to evaluate transportation impacts under CEQA. The updated guidelines codify the switch from LOS to vehicle miles traveled (VMT) as the metric for transportation analysis. VMT refers to the amount and distance of automobile travel attributable to a project.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. Access to the site will be via two driveways on New Avenue and an access driveway to the north on Whitmore Street. The proposed project would involve the construction of a 63-unit condominium residential development with attached and subterranean garages. The development would include two-story, two- and three-bedroom units with and without attached garages, as shown in Figure 5, *Proposed Site Plan.* The proposed project is not expected to increase traffic around the project site.

Construction Impacts

Construction of the proposed project would entail large construction equipment, transportation of equipment to and from the site, and worker vehicles. Construction is expected to start in the winter of 2021 and last approximately 21 months.

Once materials are delivered to the site, all construction activities would occur on-site within the existing boundaries. All staging of construction vehicles will occur on-site. Lane closures are not anticipated, and no off-site roadway improvements are required or proposed that would have the potential to interrupt area circulation or redirect traffic. As such, project construction is not anticipated to obstruct traffic lanes or have any long-term effects on the circulation system. Per standard construction procedures, the construction contractor would prepare and implement a traffic control plan to ensure that public safety and emergency access are maintained during the construction phase. As such, sidewalk facilities would not be impacted during project development. Implementation of the traffic control plan would ensure that existing conditions are not adversely affected or substantially degraded by project construction.

Roadways

Study area roadways are described below, and roadway classifications are identified in the City of Monterey Park General Plan Circulation Element.

- **Garvey Avenue.:** This east-west four lane undivided roadway is classified a minor arterial. It contains paved sidewalks, posted speed limit of 35 mph, and no marked bike lanes.
- **Hellman Avenue.** This east-west two-lane divided roadway is classified a minor arterial. It contains paved sidewalks, and no marked bike lanes.
- **New Avenue.** This north-south four lane undivided roadway is classified a principal arterial north of Garvey Avenue up to the city's boundary at the Interstate 10 Freeway. It contains paved sidewalks, posted speed limit of 35 mph, and no marked bike lanes
- **Emerson Avenue.** This east-west two-lane undivided roadway is classified a minor arterial. It contains paved sidewalks, posted speed limit of 25 mph, and no marked bike lanes.

Furthermore, site access would be provided via two driveways on New Avenue and one driveway on Whitmore (see Figure 5, *Proposed Site Plan*):

- **New Avenue Southern Driveway.** An approximately 100-foot-long driveway leading to a subterranean garage on the southwestern end of the project site along New Avenue.
- **New Avenue Northern Driveway.** An approximately 60-foot-long driveway at the center of the project site along New Avenue that would provide access to the surface parking spaces and garages.
- **Whitmore Street Driveway.** An approximately 60-foot-long driveway on the north end of the project site along Whitmore Street that would provide access to the surface parking spaces and garages.

All access driveways would allow for full access (right and left turns in/out). As shown in Table 4 of the TIA, the project would generate 30 trips (7 inbound and 23 outbound) during the AM peak hour and 37 trips (23 inbound and 14 outbound) during the PM peak hour. The southern driveway on New Avenue is expected to handle approximately two-thirds of the project traffic. Therefore, the busiest driveway would handle approximately 5 cars in and 16 cars out in the AM peak hour and approximately 16 cars in and 11 cars out in the PM peak hour. The TIA indicates that none of the driveways would result in queues.

The posted speed limit on New Avenue is 35 miles per hour. Several access driveways on New Avenue serve residential developments to the north and south along New Avenue. Based on field observations and a review of aerial photography, New Avenue and Whitmore Street are generally flat and with minimum curvature, and there are no obstructions blocking the line of sight between through-traffic and the access driveways. As a project design feature and a condition of approval, signage would be installed at the exits of each driveway to require a stop. Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the roadways. Impacts would be less than significant.

Nonmotorized Transportation and Transit Network

The streets in the project vicinity have sidewalks along both sides of the street. Aside from the intersection of New Avenue and Whitmore Street, the remaining study area intersections have painted crosswalks and

pedestrian signals and pedestrian push buttons to activate the signals. The study area is, therefore, equipped to accommodate pedestrian travel.

Monterey Park has somewhat less bicycle use than most neighboring communities as well as California as a whole. An estimated 1,887 bicycle trips are made daily in Monterey Park. None of the streets in the immediate vicinity of the project site have marked bike lanes. The sustainable community element of the City's general plan focuses on the environmental aspects of sustainability relating to land use and transportation. It identifies Monterey Park as having limited facilities for bicycling and includes specific policies related to bicycle travel in the city, including Policy 5.6, Multipurpose Trails, that seeks opportunities to provide off-street multipurpose trails for biking and walking that increase connectivity throughout the city while providing an attractive environment for walking and bicycling separated from the roadway. To implement this policy, the City partnered with BikeSGV, Baldwin Park, San Gabriel, El Monte, and South El Monte to develop the San Gabriel Valley Bicycle Master Plan. The plan guides the creation and maintenance of a comprehensive bicycle network for the next 20 years with bicycling promotion, education, and supportive policies. The majority of the city's current bikeway network consists of the bike paths along the San Gabriel River and Rio Hondo. The plan proposes a variety of enhancements to the network, such as shared-use paths, bike lanes, and signed bike routes (Monterey Park 2020). The bicycle master plan includes a recommended bikeway network for the city with Class III bikeways on New Avenue and Whitmore Street. A Class II bike lane is proposed for New Avenue (Alta 2014).[7] These proposed bikeways would serve the proposed project.

Furthermore, public transportation services operating in the City of Monterey Park include the local-fixed route circulator, the Spirit Bus, and regional service provided by Los Angeles County Metro Bus and Montebello Bus Lines. Route 3 of the Spirit Bus, and Line 70 and Line 770 of the Los Angeles Metro Bus system, are the closest bus routes to the site location. Route 3 generally runs north-south through the City with a 40-minute headway during peak hours. If taking Route 3, passengers can embark/disembark at Emerson Avenue and Florence Avenue then enter at the Western or Northern Driveway. Line 70 runs east-west, serving Los Angeles, Monterey Park, and El Monte with a 12-minute headway during peak hours. If taking Line 70, passengers can embark/disembark at Garvey Avenue and New Avenue then enter at the Western Driveway.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less than Significant Impact. Under SB 743, a city can decide to screen out certain projects from needing a complete VMT analysis. The Governor's Office of Planning and Research (OPR) has advised that certain projects could be cleared from further analysis based on size, type, location, and/or proximity to a major transit stop, or high-quality transit. "High quality transit" refers to a street with fixed route bus service with intervals no longer than 15 minutes during peak commute hours. Based on OPR's guidelines, the City of Monterey Park can screen out residential projects that are in areas of the city that are performing well and already have a low VMT when compared to the surrounding region. Based on OPR's standard, low VMT is defined as 15 percent below the baseline for a defined geographic area. In land use terms, these are places that have higher densities, an ideal mix of land uses (commercial near residential), and transit accessibility. OPR has advised that cities can

[7] Class III Bike Routes share the right-of-way between vehicles and people on bicycles with signage and optional shared lane markings to indicate that the road is a shared use facility. Class II Bike Lanes are striped and signed on-street travel lanes exclusively for bicycles.

assume that new residential projects in these areas will incorporate similar low VMT features, thus having a "less than significant impact."

To assist member agencies with complying to SB 743 mandates, the San Gabriel Valley Council of Governments (SGVCOG) worked with member agencies, including the City of Monterey Park, to analyze existing traffic conditions in the region and develop a baseline VMT standard that determines CEQA significance thresholds for future land use and transportation projects. The average VMT for the area, measured by VMT per capita, VMT per employee, or VMT per service population, was used as to determine baseline conditions. SGVCOG developed a web-based tool to allow city staff and developers to determine if a proposed project would require a full VMT analysis based on each city's adopted CEQA criteria. SGVCOG used SCAG's Regional Travel Demand Model[8] with a base year of 2012 to determine baseline conditions for SGVCOG's planning area—2012 is also the base year used for the 2016 RTP. The City of Monterey Park adopted its VMT thresholds on November 24, 2020.

The project site includes two parcels in the jurisdiction of Monterey Park. Since the proposed project would include high-density residential development, is in an area with a mix of land uses, and is accessible by transit, it was screened against the City's "Low VMT Area" threshold. Based on this threshold, the SGVCOG's web-based tool shows that both parcels are within a low VMT area (SGVCOG 2020). Therefore, the proposed project would have a less than significant impact.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The increased levels of traffic generated by the proposed facility, the increased number of pedestrians, and the increased number of vehicular turning movements at the nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident. These impacts would not be significant, however, because the streets and intersections are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating activities at the project site (previously New Avenue School) and surrounding residences.

The proposed facility would be compatible with the design and operation of the street network and would not result in any major modifications to the existing access or circulation features. The driveways would remain in place with project development. Visibility at the site access driveway is sufficient. New Avenue and Whitmore Street are flat and have no curves that would restrict sight distance. The proposed project would not, therefore, substantially increase hazards due to a design feature or incompatible uses, and no impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed access and circulation features at the project site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Site access would be provided via two driveways on New Avenue and one driveway on Whitmore Street. Project access features are subject to and must satisfy the City of Monterey Park design requirements and would be

[8] A regional travel demand model forecasts the supply and demand for travel in an urban area.

subject to approval by the City of Monterey Park Code Enforcement Division. The project would not, therefore, result in inadequate emergency access. Impacts would be less than significant.

3.18 TRIBAL CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less Than Significant Impact. As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the Native American Heritage Commission (NAHC) for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. The Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and Gabrielino-Tongva Tribe are on the City of Monterey Park's notification list pursuant to AB 52. The City notified the tribes on August 16, 2019. No request for consultation was initiated by the tribe within the 30-day consultation period.

The project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As the property has been previously disturbed, it is not anticipated that unknown tribal cultural resources are present on-site. However, because project development would involve fine surface grading and excavations for the subterranean parking garage and two-story building foundations there is the possibility tribal cultural resources could be discovered during excavation activities. In the unlikely event such resources are discovered during excavation activities, adherence to Mitigation Measure CUL-1 would ensure any discovery is properly managed and impacts would be less than significant.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource

Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. The project would involve the development of residential complex. No historic resources are present on the project site or anticipated to be discovered with project development as discussed in 3.18 a(i), above. Impacts would be less than significant.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Wastewater

Implementation of the proposed project would result in the development of a 63-unit residential condominium on 2.8 acres of currently vacant land. The Sanitation Districts of Los Angeles County (LACSD) provide sewer collection and treatment services in the City, and the city supplies water to residents. The proposed project site is in an urban and fully developed area and would connect to existing utility connections. All utility connections to the proposed project would be required to comply with applicable law and Public Works standards. The proposed project would result in uses that would generate new water and wastewater demand.

Wastewater flow originating from the proposed project would discharge to a local sewer line for conveyance to the LACSD's Graves Avenue extension trunk sewer in New Avenue south of Gravalia Avenue. The 12-inch diameter trunk sewer has a capacity of 1.3 million gallons per day (mgd) and conveyed a peak flow of 1.0 mgd when last measured in 2016. The wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant in South El Monte, which has a capacity of 15 mgd and currently produces an average recycled water flow of 9.1 mgd. The expected average wastewater flow from the project was estimated using the LACSD's average wastewater generation factors. A factor of 156 gallons per day per dwelling unit was used for a total wastewater flow of 9,828 gallons per day (LACSD 2020). The proposed project's anticipated sewage per day would represent less than 0.1 percent of the Whittier Narrows Water Reclamation Plant's existing sewage flow, and therefore would not result in the plant exceeding its sewage treatment capacity. Therefore, the current available capacity would be able to accommodate the wastewater flows generated from the proposed project.

Potable Water

Project implementation would increase the amount of water needed to serve the project site compared to existing conditions. Water supply would be provided by the San Gabriel Valley Municipal Water District through the City of Monterey Park Water Utility Division. The city's main source of water is groundwater that is delivered to the system by seven active wells in the Main San Gabriel Basin (Main Basin). Water demands within

the Monterey Park water system are expected to increase from 7,884 acre-feet per year (afy) (7.03 mgd) in 2020 to 9,155 afy (8.1 mgd) in 2040 (Monterey Park 2015). The city's water use rate for the most recent available year (2014-15) was 134 gallons per capita per day. Table 12, *Proposed Water Demand*, identifies the estimated water needs of the proposed project. The proposed project would represent less than 1 percent of the total water demand in 2020. Project impacts related to water supply availability and capacity would be less than significant.

Table 12 Proposed Water Demand

Land Use	Land Use Unit Count	Water Demand Factor	Water Demand (gpd)	Water Demand (AFY)
Residential Units	192 people	134 gpcd[1]	25,728	28.8

Notes; sf: square feet, gpcd: gallons per capita per day, ETWU: estimated total water use; AFY: acre-feet per year
[1] Based on City of Monterey Park 2020 per capita water use goals, Monterey Park 2015 Urban Water Management Plan

Stormwater

The project site is in a developed area of Monterey Park that has an existing stormwater collection and conveyance system. Under the proposed project, stormwater drainage plans would comply with regulatory requirements. Compliance with the Municipal Stormwater NPDES Permit would ensure that the capacity of the existing storm drainage infrastructure serving the project site would not be diminished and impacts of the proposed project to the storm drain system would be less than significant.

Other Utilities

Natural gas would be provided by Southern California Gas. Natural gas would be used for HVAC systems, hot water heaters, and food preparation. Telephone and cable television service would be available from a number of providers. The proposed development would connect to the existing electric power system, which is maintained by Southern California Edison (SCE). All utility connections to the proposed project would be required to comply with applicable federal, state, and local regulations related to electric power supply. Therefore, relocation and expansion of existing electricity and natural gas utilities and construction of new facilities would not be required. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. See Section 3.10(b). The City of Monterey Park Water Utility Division would provide potable water to the project site. The City receives its water supply entirely from local groundwater and the water is produced by seven City-owned wells with a total capacity of 20 mgd (Monterey Park 2019b). The groundwater is pulled from the Main Basin. The City has been able to meet all historical water demands with the available water supply. The City assessed future water supply and demand in its 2015 Urban Water Management Plan. By comparing water supplies available to the City during a historical normal year in 2009-10 to water supplies during a historical dry year in 2011-12 and 2012-13, the City was able to arrive at estimates for future water demand and supply. The City estimates that water demands in its service area for normal years will increase from approximately 9,782 afy in 2020 to approximately 10,737 afy in 2035 (Monterey Park 2015).

3. Environmental Analysis

The City projects that even with increased demands, it will be able to meet all water demands over the next two decades during normal, single dry and multiple dry years.

These estimates are also supported by an assessment of the water levels of the Main Basin which found the Main Based has managed to maintain water levels during multiple drought cycles since 1969. Furthermore, should the city face a severe or extended water shortage, the City has established a water shortage contingency plan designed to provide a minimum of 50 percent of normal supply during a prolonged water shortage. The water shortage contingency plan limits or prohibits certain water uses (lawn irrigation, swimming pools, etc.) based on the severity of a potential water shortage. Therefore, the project area's existing water supply would adequately supply the proposed project's water need during normal, single dry, and multiple dry years and would ensure impacts to water supplies would be less than significant.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. See Sections 3.18(a) and (b). The existing wastewater treatment provider would be able to accommodate the proposed project. Therefore, impacts to wastewater facilities would be less than significant

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact.

Waste from the project site would be transported to the San Timoteo Sanitary Landfill, which has an average daily disposal rate of 892 tons per day (tpd), although it is permitted up to 2,000 tpd; thus, the landfill has a remaining daily intake capacity of 1,108 tpd (Los Angeles County 2019). The landfill has the capacity to serve residents and businesses for the next 25 years. The remaining capacity of the landfill is 12,360,396 cubic cards (CalRecycle 2019b).

The California Department of Resources Recycling and Recovery's (CalRecycle) sample solid waste generation rates for multifamily developments reflect the volume of refuse generated per dwelling unit (CalRecycle 2016). The proposed project would result in 63 dwelling units. Using a waste generation rate of 8.6 pounds per dwelling unit per day, project implementation would increase waste generation by approximately 5,676 pounds per day. This increase would be 0.05 percent of the landfill's remaining daily allowable intake and could be accommodated.[9] Therefore, the project impacts on landfill capacity would be less than significant.

9 1,108 tons per day x 2,000 lbs (1 ton) = 2,216,000 lbs /day
1,108 lbs/day / 2,216,000 lbs /day = 0.0005 = 0.05%

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact would occur if the proposed project were to generate solid waste that is not disposed of in accordance with applicable regulations. As stated above, the proposed project would not result in a significant increase in the demand for solid waste services. Solid waste generated on the project site would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste. In addition, because the proposed project site is in California, it would be required to comply with the California Integrated Waste Management Act of 1989 (AB 939), which was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum amount feasible. Project implementation would not interfere with applicable statutes and regulations. Therefore, impacts would be less than significant.

3.20 WILDFIRE

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Wildland fire protection in California is the responsibility of either the State, local, or federal government. State Responsibility Areas (SRA) are the areas in the State where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local Responsibility Areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRA. The LRA hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. The Monterey Park Fire Department currently provides fire protection and emergency medical services to the City.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in a LRA. The project site is not located in or near SRAs or lands classified as high fire hazard severity zones (Cal Fire 2017). The nearest FHSZ in the SRA and the LRA is a VHFHSZ 4.2 miles west of the project site where scattered open space leading into northern Los Angeles interfaces with the urban edge. Land between

the edge of the FHSZ and the project site is dense urban development. Since the project site is outside the prescribed boundaries, no impact would occur.

See Section 3.9, Hazards and Hazardous Materials, for a discussion of the project's potential to conflict with an adopted emergency response plan or emergency evacuation plan, and expose people and structures to a significant loss, injury or death involving wildfires.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The site is presently vacant and consists mostly of sparse patches of grass or exposed soil. The proposed project would construct 63 condominiums on approximately 2.8 acres of land. The project site was previously a school, which was demolished in 2018. Prior development of the project site greatly reduces the potential for sensitive habitat or species to be present on-site, and no natural lands exist on-site. The proposed project site is in an urban and fully developed area and would not have an impact on the habitat or population level of fish or wildlife species; threaten a plant or animal community; or impact the range of a rare or endangered plant or animal. A very low potential exists for undiscovered archaeological resources, paleontological resources, or human remains to be encountered during grading activities; however, conformance with standard protocols for the discovery of such resources would ensure that project impacts remain less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. Implementation of the proposed project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, implementation of the proposed project would not result in cumulatively considerable impacts. Where appropriate, the environmental checklist questions above include a cumulative construction impact discussion to address the cumulative impacts of the proposed project when developed in conjunction with related projects. As concluded throughout the analysis, the proposed project would include both operation- and construction-related project components whose adherence to applicable regulations would ensure that the proposed project's incremental contribution would be less than cumulatively considerable. Further, the proposed project would not achieve short-term environmental goals to the disadvantage of long-term goals. Therefore, cumulatively considerable impacts would be considered less than significant.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated. No potentially significant impacts on human beings are identified in this Initial Study. Mitigation measures included herein MM CUL-1, MM N-1, MM N-2, and MM N-3 would reduce any impacts to less than significant.

3. Environmental Analysis

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5. List of Preparers

LEAD AGENCY

Jason Moquin, Interim Planning Manager

PLACEWORKS

Dina El Chammas Gass, Senior Associate

Josh Carman, Senior Associate – Noise and Vibration

Izzy Garcia, Project Planner

John Vang, Senior Associate

Kristie Nguyen, Project Planner

Cary Nakama, Graphic Designer

5. List of Preparers

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Appendix A Air Quality and Greenhouse Gas Background and Modeling Data

Appendix

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Air Quality and Greenhouse Gas Background and Modeling Data

AIR QUALITY

Climate/Meteorology

SOUTH COAST AIR BASIN

The project site lies in the South Coast Air Basin (SoCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the project site with temperature data is the Montebello Monitoring Station (ID No. 045790). The lowest average temperature is reported at 47.2°F in December, and the highest average temperature is 89.7°F in August (WRCC 2019).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from October through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall historically averages 14.78 inches per year in the project area (WRCC 2019).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB 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 (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

Air Quality Regulations

The proposed project has the potential to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, it falls under the ambient air quality standards promulgated at the local, state, and federal levels. The project site is in the SoCAB and is subject to the rules and regulations imposed by the South Coast Air Quality Management District (SCAQMD). However, SCAQMD reports to California Air Resources board (CARB), and all criteria emissions are also governed by the California and national Ambient Air Quality Standards (AAQS). Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

AMBIENT AIR QUALITY STANDARDS

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve

and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National AAQS and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 1, these pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	

Table 1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[5]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.
Notes: ppm: parts per million; µg/m^3: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
1 California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2 National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
4 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
5 On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions, including:

- AB 1493: Pavley Fuel Efficiency Standards
- Title 20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards
- Title 24, Part 6, CCR: Building and Energy Efficiency Standards

- Title 24, Part 11, CCR: Green Building Standards Code

CRITERIA AIR POLLUTANTS

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. VOC and oxides of nitrogen (NO_x) are air pollutant precursors that form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants. A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; USEPA 2019a). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2017a).

Nitrogen Oxides (NO_x) are a byproduct of fuel combustion and contribute to the formation of O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure (SCAQMD 2005; USEPA 2019a). The SoCAB is designated as an attainment area for NO_2 under the National AAQS California AAQS (CARB 2017a).

Ozone (O_3) is commonly referred to as "smog" and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for the formation of this pollutant. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation,

and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (SCAQMD 2005; USEPA 2019a). The SoCAB is designated as extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2017a).

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2 (SCAQMD 2005; USEPA 2019a). When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. The SoCAB is designated as attainment under the California and National AAQS (CARB 2017a).

Suspended Particulate Matter (PM_{10} and $PM_{2.5}$) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading (i.e., fugitive dust). Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005).

The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms (SCAQMD 2005). There has been emerging evidence that even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤ 0.1 millionths of a meter or <0.000004 inch), known as ultrafine particulates (UFPs), have human health implications, because UFPs toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA or CARB have yet to adopt AAQS to regulate these particulates. Diesel particulate matter (DPM) is classified by the CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects

such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (SCAQMD 2005; USEPA 2019a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2017a).[4]

Volatile Organic Compounds (VOC) are compounds composed primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOCs include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. There are no ambient air quality standards established for VOCs. However, because they contribute to the formation of ozone (O_3), SCAQMD has established a significance threshold for this pollutant (SCAQMD 2005).

Lead (Pb) is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAQMD 2005; USEPA 2019a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted stricter lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (SCAQMD 2012; CARB 2017a). Because emissions of lead are found only in projects that are permitted by SCAQMD, lead is not a pollutant of concern for the project.

1 $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

2 Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

3 Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

4 CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

5 Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012).

TOXIC AIR CONTAMINANTS

The public's exposure to air pollutants classified as toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant (HAP) pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

CARB has promulgated the following specific rules to limit TAC emissions:

- 13 CCR Chapter 10, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

- 13 CCR Chapter 10, Section 2480, Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- 13 CCR Section 2477 and Article 8, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Community Risk

In addition, to reduce exposure to TACs, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. CARB's recommendations on the siting of new sensitive land uses were based on a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic, DPM from trucks, and benzene and 1,3-butadiene from passenger vehicles. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

Multiple Airborne Toxics Exposure Study (MATES)

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on ambient concentrations of TACs and estimated the potential health risks from air toxics in the SoCAB. In 2008, SCAQMD conducted its third update to the MATES study (MATES III). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the cancer risk (SCAQMD 2008a).

SCAQMD recently released the fourth update (MATES IV). The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources while 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, accounting for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basin-wide population-weighted risk decreased by approximately 57 percent compared to the analysis done for the MATES III time period (SCAQMD 2015a).

The Office of Environmental Health Hazard Assessment (OEHHA) updated the guidelines for estimating cancer risks on March 6, 2015. The new method utilizes higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on

breathing rates and length of residential exposures. When combined together, SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher using the proposed updated methods identified in MATES IV (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015a).

Air Quality Management Planning

SCAQMD is the agency responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, SCAQMD adopted the 2016 AQMP as an update to the 2012 AQMP. The 2016 AQMP addresses strategies and measures to attain the following National AAQS:

- 2008 National 8-hour ozone standard by 2031,
- 2012 National annual $PM_{2.5}$ standard by 2025[6],
- 2006 National 24-hour $PM_{2.5}$ standard by 2019,
- 1997 National 8-hour ozone standard by 2023, and the
- 1979 National 1-hour ozone standard by year 2022.

It is projected that total NO_X emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (SCAQMD 2017), which requires reducing NO_X emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions above existing regulations for the 2023 ozone standard and 55 percent additional reductions above existing regulations to meet the 2031 ozone standard.

Reducing NO_X emissions would also reduce $PM_{2.5}$ concentrations in the SoCAB. However, as the goal is to meet the 2012 federal annual $PM_{2.5}$ standard no later than year 2025, SCAQMD is seeking to reclassify the SoCAB from "moderate" to "serious" nonattainment under this federal standard. A "moderate" non-attainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (SCAQMD 2017).

LEAD STATE IMPLEMENTATION PLAN

In 2008 EPA designated the Los Angeles County portion of the SoCAB nonattainment under the federal lead (Pb) classification due to the addition of source-specific monitoring under the new federal regulation. This

[6] The 2016 AQMP requests a reclassification from moderate to serious non-attainment for the 2012 National $PM_{2.5}$ standard.

designation was based on two source-specific monitors in Vernon and the City of Industry exceeding the new standard. The rest of the SoCAB, outside the Los Angeles County nonattainment area remains in attainment of the new standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to EPA for approval.

AREA DESIGNATIONS

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the State Implementation Plan (SIP). Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment:** a pollutant is in attainment if the CAAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment:** a pollutant is in nonattainment if there was at least one violation of a state AAQS for that pollutant in the area.
- **Nonattainment/Transitional:** a subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 2. The SoCAB is designated in attainment of the California AAQS for sulfates. The SoCAB is designated as nonattainment for lead (Los Angeles County only) under the National AAQS.

Table 2 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2017a.

[1] SCAQMD is seeking to reclassify the SoCAB from "moderate" to "serious" nonattainment under federal $PM_{2.5}$ standard.

[2] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site are best documented by measurements taken by the SCAQMD. The project site is located within Source Receptor Area (SRA) 11 – South San Gabriel Valley. The air quality monitoring station closest to the project site is the Pico Rivera-4144 San Gabriel Monitoring Station, which monitors O_3, NO_x, and $PM_{2.5}$. Information regarding PM_{10} is supplemented by data from the Azusa Monitoring Station. The most current five years of data from these monitoring stations are included in Table 3, *Ambient Air Quality Monitoring Summary*. The data show regular violations of the state and federal O_3, state PM_{10}, and federal $PM_{2.5}$ standards in the last five years.

Table 3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2014	2015	2016	2017	2018
Ozone (O_3)[1]					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	7	6	9	7	3
State 8-hour ≥ 0.07 ppm (days exceed threshold)	7	11	6	9	5
Federal 8-Hour > 0.075 ppm (days exceed threshold)	5	2	2	4	2
Max. 1-Hour Conc. (ppm)	0.121	0.107	0.111	0.118	0.115
Max. 8-Hour Conc. (ppm)	0.092	0.081	0.081	0.086	0.082
Nitrogen Dioxide (NO_2)[1]					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
Federal 1-Hour ≥ 0.100 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppb)	0.0867	0.0704	0.0632	0.0750	0.0768
Coarse Particulates (PM_{10})[2]					
State 24-Hour > 50 µg/m^3 (days exceed threshold)	21	12	12	7	10
Federal 24-Hour > 150 µg/m^3 (days exceed threshold)	0	0	0	0	0
Max. 24-Hour Conc. (µg/m^3)	96.0	101.0	74.0	83.9	78.3
Fine Particulates ($PM_{2.5}$)[1]					
Federal 24-Hour > 35 µg/m^3 (days exceed threshold)	1	3	2	1	2
Max. 24-Hour Conc. (µg/m^3)	35.1	52.7	46.5	49.5	56.3

Source: CARB 2019d.
ppm: parts per million; parts per billion, µg/m^3: micrograms per cubic meter
Notes: * Data not available.
[1] Data obtained from the Pico Rivera-4144 San Gabriel Monitoring Station
[2] Data obtained from the Azusa Monitoring Station

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases.

Residential areas are also considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered sensitive receptors, as children are present for extended

durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public. The nearest sensitive receptors to the proposed project site are the residences along Whitmore Street, Prospect Avenue, Garvey Avenue, and New Avenue to the north, east, south, and west, respectively.

Methodology

Projected construction-related air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only) use. The calculated emissions of the project are compared to thresholds of significance for individual projects using the SCAQMD's *CEQA Air Quality Analysis Guidance Handbook*.

Thresholds of Significance

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website (SCAQMD 1993). CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds listed above, projects are also subject to the AAQS. These are addressed though an analysis of localized CO impacts and localized significance thresholds (LSTs).

REGIONAL SIGNIFICANCE THRESHOLDS

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 4 lists SCAQMD's regional significance thresholds that are applicable for all projects uniformly regardless of size or scope. There is growing evidence that although ultrafine particulates contribute a very small portion of the overall atmospheric mass concentration, they represent a greater proportion of the health risk from PM. However, the EPA or CARB have not yet adopted AAQS to regulate ultrafine particulates; therefore, SCAQMD has not developed thresholds for them.

Table 4 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day
Particulates ($PM_{2.5}$)	55 lbs/day	55 lbs/day

Source: SCAQMD 2019.

Projects that exceed the regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Linked to increased cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Linked to lower birth weight in newborns ($PM_{2.5}$) (SCAQMD 2015b)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists responsible for a landmark children's health study found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (SCAQMD 2015c).

Mass emissions in Table 4 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. Therefore, regional emissions from a single project do not single-handedly trigger a regional health impact. SCAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality in the SoCAB. To achieve the health-based standards established by the EPA, SCAQMD prepares an AQMP that details regional programs to attain the AAQS.

CO HOTSPOTS

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because

CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hot spot analysis conducted for the attainment by SCAQMD for busiest intersections in Los Angeles during the peak morning and afternoon periods plan did not predict a violation of CO standards.[7] As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection (SCAQMD 1992; SCAQMD 2003). Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017).

LOCALIZED SIGNIFICANCE THRESHOLDS

SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at the project site (offsite mobile-source emissions are not included in the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS and are shown in Table 5.

Table 5 SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)[1]	2.5 µg/m^3

Source: SCAQMD 2019.
ppm – parts per million; µg/m^3 – micrograms per cubic meter
[1] Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

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

To assist lead agencies, SCAQMD developed screening-level LSTs to back-calculate the mass amount (lbs. per day) of emissions generated onsite that would trigger the levels shown in Table 5 for projects under 5-acres. These "screening-level" LSTs tables are the localized significance thresholds for all projects of five acres and less; however, it can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required to compare concentrations of air pollutants generated by the project to the localized concentrations shown in Table 5.

In accordance with SCAQMD's LST methodology, the screening-level construction LSTs are based on the acreage disturbed per day based on equipment use. The screening-level construction LSTs for the project site in SRA 11 are shown in Table 6, *SCAQMD Screening-Level Construction Localized Significance Thresholds,* for receptors within 82 feet (25 meters).

Table 6 SCAQMD Screening-Level Construction Localized Significance Thresholds

	Threshold (lbs/day)[1]			
Acreage Disturbed	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
≤1.00 Acre Disturbed Per Day	83	673	5.0	4.0
1.88 Acres Disturbed Per Day	116	986	6.75	4.87
1.94 Acres Disturbed Per Day	119	1,009	6.87	4.94

Source: SCAQMD 2008b and 2011.
[1] LSTs are based on receptors within 82 feet (25 meters) in SRA 11.

Because the project is not an industrial project that has the potential to emit substantial sources of stationary emissions, operational LSTs are not an air quality impact of concern associated with the project.

Health Risk

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 7, *Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for operation of a project. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. (*California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 (Case No. S213478)*). CEQA does not require CEQA-level environmental document to analyze the environmental effects of attracting development and people to an area. However, the environmental document must analyze the impacts of environmental hazards on future users, when a proposed project exacerbates an existing environmental hazard or condition. Residential, commercial, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards, so these thresholds are typically applied to new industrial projects.

Table 7 SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0
Cancer Burden in areas ≥ 1 in 1 million	> 0.5 excess cancer cases

Source: SCAQMD 2019.

GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHG, to the atmosphere. Climate change is the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor,[8] carbon (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[9] The major GHG are briefly described below.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g. manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are

[8] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[9] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases.

- ***Chlorofluorocarbons (CFCs***) are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are also ozone-depleting gases and are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

- ***Perfluorocarbons (PFCs)*** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.

- ***Sulfur Hexafluoride (SF_6)*** is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.

- ***Hydrochlorofluorocarbons (HCFCs)*** contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.

- ***Hydrofluorocarbons (HFCs)*** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs (IPCC 2001; USEPA 2019b).

GHGs are dependent on the lifetime or persistence of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 8. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fourth Assessment Report (AR4) GWP values for CH_4, a project that generates 10 metric tons (MT) of CH_4 would be equivalent to 250 MT of CO_2.[10]

Table 8 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	50 to 200	1	1
Methane[2] (CH_4)	12 (±3)	12	21	25
Nitrous Oxide (N_2O)	120	114	310	298
Hydrofluorocarbons:				
HFC-23	264	270	11,700	14,800
HFC-32	5.6	4.9	650	675
HFC-125	32.6	29	2,800	3,500
HFC-134a	14.6	14	1,300	1,430
HFC-143a	48.3	52	3,800	4,470
HFC-152a	1.5	1.4	140	124
HFC-227ea	36.5	34.2	2,900	3,220
HFC-236fa	209	240	6,300	9,810
HFC-4310mee	17.1	15.9	1,300	1,030
Perfluoromethane: CF_4	50,000	50,000	6,500	7,390
Perfluoroethane: C_2F_6	10,000	10,000	9,200	12,200
Perfluorobutane: C_4F_{10}	2,600	NA	7,000	8,860
Perfluoro-2-methylpentane: C_6F_{14}	3,200	NA	7,400	9,300
Sulfur Hexafluoride (SF_6)	3,200	NA	23,900	22,800

Source: IPCC 1995; IPCC 2007.

Notes: The GWP values in the IPCC's Fifth Assessment Report (2013) reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, SCAQMD uses the AR4 GWP values to maintain consistency in statewide GHG emissions modeling. In addition, the 2017 Scoping Plan Update was based on the AR4 GWP values.

1 Based on 100-year time horizon of the GWP of the air pollutant relative to CO_2.

2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

California's Greenhouse Gas Sources and Relative Contribution

In 2019, the statewide GHG emissions inventory was updated for 2000 to 2017 emissions using the GWPs in IPCC's AR4.[11] Based on these GWPs, California produced 424.10 $MMTCO_2e$ GHG emissions in 2017. California's transportation sector was the single largest generator of GHG emissions, producing 40.1 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.7 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture and forestry (7.6 percent) high GWP (4.7 percent), and recycling and waste (2.1 percent) (CARB 2019a).

California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG emitting activities statewide were 424 $MMTCO_2e$, 5 $MMTCO_2e$ lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004 and 7 $MMTCO_2e$ below the 1990 level and the state's

[11] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

2020 GHG target. During the 2000 to 2017 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 $MTCO_2e$ per capita to 10.7 $MTCO_2e$ per capita in 2017, a 24 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining, representing a 41 percent decline since the 2001 peak, while the state's GDP has grown 52 percent during this period. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (hydro, solar, wind, and nuclear energy). (CARB 2019b).

Regulatory Settings

REGULATION OF GHG EMISSIONS ON A NATIONAL LEVEL

The EPA announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions and, per SCAQMD guidance, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO_2 per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017–2025 that will require a fleet average of 54.5 miles per gallon in 2025.

While the EPA is reexamining the 2017–2025 emissions and CAFE standards, a consortium of automakers and California have agreed on a voluntary framework to reduce emissions that can serve as an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda,

BMW of North America and Volkswagen Group of America. The framework supports continued annual reductions of vehicle greenhouse gas emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and provides industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards (CARB 2019c).

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new, large, stationary sources of emissions, such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy (ACE) rule which became effective on August 19, 2019. The ACE rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the Obama Administration and sets emissions guidelines for states in developing plans to limit CO_2 emissions from coal-fired power plants.

REGULATION OF GHG EMISSIONS ON A STATE LEVEL

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32) and Senate Bill 375 (SB 375).

Executive Order S-3-05

Executive Order S-3-05, signed June 1, 2005. Executive Order S-3-05 set the following GHG reduction targets for the State:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. The *2008 Scoping Plan* identified that GHG emissions in California are anticipated to be approximately 596 $MMTCO_2e$ in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state (CARB 2008). In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than

25,000 $MTCO_2e$ per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan was adopted at the May 22, 2014, board hearing. The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the original 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher at 431 $MMTCO_2e$ (CARB 2014).

As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the update also addresses the state's longer-term GHG goals within a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goals, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014). CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197 into law, making the Executive Order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan Update

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197

requirements, to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017c).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning, to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten criteria air pollutants and TACs emissions limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks;
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the State's long-term GHG reduction goals and identified local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends statewide targets of no more than 6 $MTCO_2e$ or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. CARB recommends that local governments evaluate and adopt robust and quantitative locally-appropriate goals that align with the statewide per capita targets and the State's sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the State's

1990 emissions limit established under AB 32. For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population)—consistent with the Scoping Plan and the state's long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from VMT, and direct investments in GHG reductions within the project's region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the business-as-usual (BAU) yardstick—that is, what would the GHG emissions look like if the State did nothing at all beyond the existing policies that are required and already in place to achieve the 2020 limit, as shown in Table 9. It includes the existing renewables requirements, advanced clean cars, the "10 percent" Low Carbon Fuel Standard (LCFS), and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 60 $MMTCO_2e$ above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

Table 9 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions $MMTCO_2e$
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	**260**
Gap to 2030 Target	**60**

Source: CARB 2017c.

Table 10 provides estimated GHG emissions by sector, compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 10 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990 $MMTCO_2e$	2030 Proposed Plan Ranges $MMTCO_2e$	% Change from 1990
Agricultural	26	24-25	-8% to -4%
Residential and Commercial	44	38-40	-14% to -9%
Electric Power	108	30-53	-72% to -51%
High GWP	3	8-11	267% to 367%
Industrial	98	83-90	-15% to -8%
Recycling and Waste	7	8-9	14% to 29%
Transportation (including TCU)	152	103-111	-32% to -27%
Net Sink[1]	-7	TBD	TBD
Sub Total	431	294-339	-32% to -21%
Cap-and-Trade Program	NA	24-79	NA
Total	**431**	**260**	**-40%**

Source: CARB 2017c.
Notes: TCU = Transportation, Communications, and Utilities; TBD: To Be Determined.
[1] Work is underway through 2017 to estimate the range of potential sequestration benefits from the natural and working lands sector.

Senate Bill 1383

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH_4. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 requires the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030, as specified. The bill also establishes targets for reducing organic waste in landfill. On March 14, 2017, CARB adopted the "Final Proposed Short-Lived Climate Pollutant Reduction Strategy," which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s despite the tripling of diesel fuel use (CARB 2017b). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. SCAQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these char broilers by over 80 percent (CARB 2017b). Additionally, SCAQMD Rule 445 limits installation of new fireplaces in the SoCAB.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle

trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted SCSs. As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 $MMTCO_2e$ in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018 are subject to these new targets.

SCAG's 2016-2040 RTP/SCS

SB 375 requires each MPO to prepare an SCS in their regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS (SCAG 2016). In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

The 2016-2040 RTP/SCS projects that the SCAG region will meet or exceed the passenger per capita targets set in 2010 by CARB. It is projected that VMT per capita in the region for year 2040 would be reduced by 7.4 percent with implementation of the 2016-2040 RTP/SCS compared to a no-plan year 2040 scenario. Under the 2016-2040 RTP/SCS, SCAG anticipates lowering GHG emissions 8 percent below 2005 levels by 2020, 18 percent by 2035, and 21 percent by 2040. The 18 percent reduction by 2035 over 2005 levels represents a 2 percent increase in reduction compared to the 2012 RTP/SCS projection. Overall, the SCS is meant to provide growth strategies that will achieve the aforementioned regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high quality transit areas and livable corridors and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles (SCAG 2016). However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and was anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the RPS established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-

2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon), was signed into law in September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently

revised in 2016 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards, which were recently adopted on May 9, 2018, go into effect starting January 1, 2020.

The 2016 Standards continues to improve upon the previous 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Under the 2016 Standards, residential and nonresidential buildings are 28 and 5 percent more energy efficient than the 2013 Standards, respectively (CEC 2015a). Buildings that are constructed in accordance with the 2013 Building Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features. While the 2016 standards do not achieve zero net energy, they do get very close to the state's goal and make important steps toward changing residential building practices in California. The 2019 standards will take the final step to achieve zero net energy for newly constructed residential buildings throughout California (CEC 2015b).

The 2019 standards move towards cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of 3 stories and less. Four key areas the 2019 standards will focus on include 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards while single-family homes will be 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[12] The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2016. The 2016 CALGreen became effective on January 1, 2017. The CEC adopted the voluntary standards of the 2019 CALGreen on October 3, 2018. The 2019 CALGreen standards become effective January 1, 2020.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these

[12] The green building standards became mandatory in the 2010 edition of the code.

regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Regulations

California's Integrated Waste Management Act of 1989 (AB 939; Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

The California Solid Waste Reuse and Recycling Access Act (AB 1327; Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Section 5.408 of the 2016 and 2019 CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

In October of 2014, Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Water Efficiency Regulations

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by

regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Thresholds of Significance

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;

3. The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[13]

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency (SCAQMD 2010):

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

  For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-

[13] The Governor's Office of Planning and Research recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

use projects. These bright-line thresholds are based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions.

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

  The SCAQMD Working Group has identified an efficiency target for projects that exceed the screening threshold of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan level projects (e.g., program-level projects such as general plans) for the year 2020.[14] The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[15]

For purposes of this analysis, because the proposed project has an anticipated opening year post-2020 (year 2022), the bright-line screening-level criterion of 3,000 $MTCO_2e$/yr is used as the significance threshold for this project. Therefore, if the project operation-phase emissions exceed the 3,000 MTCO2e/yr threshold, GHG emissions would be considered potentially significant in the absence of mitigation measures.

[14] It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

[15] SCAQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

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Appendix B Energy Calculations

Appendix

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Construction-Related Fuel/Energy Usage

CONSTRUCTION WORKER COMMUTE

Year	Gas		Diesel		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	kWh
2020	55,393	2,131	316	8	459	154
2021	425,213	15,918	2,590	63	4,357	1,444
2022	95,080	3,353	697	16	1,474	485
Total	**575,686**	**21,402**	**3,602**	**87**	**6,290**	**2,082**

CONSTRUCTION VENDOR TRIPS

Year	Gas		Diesel	
	VMT	Gallons	VMT	Gallons
2020	718	147	7,744	1,024
2021	4,978	1,003	55,010	7,121
2022	625	124	6,991	877
Total	**6,320**	**1,274**	**69,745**	**9,021**

CONSTRUCTION TRUCK HAUL TRIPS

Year	Gas		Diesel	
	VMT	Gallons	VMT	Gallons
2020	50	13	57,471	9,137
2021	0	0	0	0
2022	0	0	0	0
Total	**50**	**13**	**57,471**	**9,137**

CONSTRUCTION OFF-ROAD EQUIPMENT

Year	Gasoline gallons	Diesel gallons
2020	0	6,612
2021	0	33,487
2022	0	5,219
Total	**0**	**45,318**

Operation-Related Vehicle/Off-Road Equipment Fuel/Energy Usage

Proposed Project

PROPOSED COMMUTE

Vehicle Type	Gas		Diesel		CNG		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
Passenger Vehicles	1,591,192	57,046	25,461	1,725	100	45	27,054	8,896
Total	**1,591,192**	**57,046**	**25,461**	**1,725**	**100**	**45**	**27,054**	**8,896**

Construction Worker Trips Fuel Usage Worksheet

Note: Worker vehicles are "LD_Mix", which is 50% LDA, 25% LDT1, and 25% LDT2

Activity[1]	Daily trips[1,2]	Trip miles[2]	Trip days[1]	Annual VMT
2020				
Site Preparation	8	14.7	4	470
Grading	10	14.7	8	1,176
Grading Soil Haul (Grading Overlap)	0	14.7	8	0
Grading Soil Haul (Utilities Overlap)	3	14.7	7	309
Utility Trenching	3	14.7	13	573
Townhome Construction (Phase 1)	58	14.7	63	53,714
				0
				0
2021				
Townhome Construction (Phase 1)	58	14.7	201	171,373
Architectural Coating (Phase 1)	12	14.7	13	2,293
Paving (Phase 1)	15	14.7	12	2,646
Finishing/Landscaping (Phase 1)	3	14.7	12	529
Garage/Townhome Construction (Phase 2)	67	14.7	260	256,074
				0
				0
2022				
Garage/Townhome Construction (Phase 2)	67	14.7	59	58,109
Architectural Coating	13	14.7	16	3,058
Paving	13	14.7	16	3,058
Finishing/Landscaping	3	14.7	16	706
				0

[1] *CalEEMod normalized default schedule based on construction dates provided by applicant.*

[2] *Based on CalEEMod defaults.*

Year	LDA VMT	LDT1 VMT	LDT2 VMT	Gasoline[1]						Diesel[1]						Electricity[1]			
				LDA mpg	LDA gallons	LDT1 mpg	LDT1 gallons	LDT2 mpg	LDT2 gallons	LDA mpg	LDA gallons	LDT1 mpg	LDT1 gallons	LDT2 mpg	LDT2 gallons	LDA m/kWh	LDA kWh	LDT1 m/kWh	LDT1 kWh
2020	28,121	14,061	14,061	28.80	955	24.86	563	22.68	613	44.92	5	21.36	0	32.88	3	2.99	136	2.99	18
2021	216,458	108,229	108,229	29.50	7,149	25.47	4,223	23.48	4,546	46.06	39	21.53	2	33.81	21	3.02	1,232	3.02	213
2022	64,930	16,232	16,232	30.28	2,081	26.12	616	24.33	657	47.29	12	47.29	0	34.76	3	3.04	440	3.04	45

Gasoline		Diesel		Electricity	
VMT	Gallons	VMT	Gallons	VMT	kWh
55,393	2,131	316	8	459	154
425,213	15,918	2,590	63	4,357	1,444
95,080	3,353	697	16	1,474	485
575,686	**21,402**	**3,602**	**87**	**6,290**	**2,082**

[1] *EMFAC2017 v1.0.2.*

Year	VMT from gasoline			VMT from diesel			VMT from electricity	
	LDA	LDT1	LDT2	LDA	LDT1	LDT2	LDA	LDT1
2020	97.77%	99.57%	98.85%	0.79%	0.05%	0.62%	1.44%	0.38%
2021	97.44%	99.36%	98.63%	0.84%	0.04%	0.67%	1.72%	0.59%
2022	97.06%	99.12%	98.39%	0.88%	0.04%	0.72%	2.06%	0.84%

Appendix C: Evidence Used to Define the Average Number of KWH Required to Displace a Gallong of Gasoline

Table A 3: Evidence from U.S. Department of Energy and U.S. Environmental Protection Agency's fuel economy website[32]

Vehicle	Model year	Electric consumption	Gasoline fuel economy	Number of kWh that are equivalent to 1 gallon
Ford Fusion Energi & Ford C-Max Energi	2013	0.34 kWh per mile	43 mpg	14.6
Chevrolet Volt	2013	0.35 kWh per mile	37 mpg	12.9
Chevrolet Volt	2012	0.36 kWh per mile	37 mpg	13.3
Fisker Karma	2012	0.62 kWh per mile	20 mpg	12.4
Toyota Prius	2013	0.29 kWh per mile & 0.2 gal	50 mpg	13.1
Average for five models	-	-	-	13.3 +/- 0.8

Table A 5: Average power consumption per mile traveled over time for different PEV categories

Year range	2012- 2020	2020-2030	2030-2040	2040-2050	2050
Efficiency improvement per year	0.3%	0.8%	0.9%	0.9%	
Year	2012	2020	2030	2040	2050
Relative energy efficiency	1.000	0.976	0.901	0.823	0.752

https://www.fhwa.dot.gov/environment/climate_change/mitigation/publications_and_tools/ev_deployment/page08.cfm

		Year	Estimated Electric Consumption
0.34	14.6	2013	0.34
0.35	12.9	2014	0.34
0.36	13.3	2015	0.34
0.34	13.3	2016	0.34
		2017	0.34
		2018	0.34
		2019	0.34
		2020	0.33
		2021	0.33
		2022	0.33
		2023	0.33
		2024	0.32
		2025	0.32
		2026	0.32
		2027	0.32
		2028	0.31
		2029	0.31
		2030	0.31
		2031	0.31
		2032	0.30
		2033	0.30
		2034	0.30
		2035	0.29

Vendor Trips Fuel Usage Worksheet

Note: Hauling vehicles are "HDT_Mix", which is 50% HHDT (T7), and 50% MHDT (T6)

Activity[1]	Daily trips[1,2]	Trip miles[2]	Trip days[1]	Annual VMT
2020				
Site Preparation	2	6.9	4	55
Grading	2	6.9	8	110
Grading Soil Haul (Grading Overlap)	0	6.9	8	0
Grading Soil Haul (Utilities Overlap)	2	6.9	7	97
Utility Trenching	0	6.9	13	0
Townhome Construction (Phase 1)	19	6.9	63	8,259
				0
				0
2021				
Townhome Construction (Phase 1)	19	6.9	201	26,351
Architectural Coating (Phase 1)	0	6.9	13	0
Paving (Phase 1)	0	6.9	12	0
Finishing/Landscaping (Phase 1)	0	6.9	12	0
Garage/Townhome Construction (Phase 2)	19	6.9	260	34,086
				0
2022				
Garage/Townhome Construction (Phase 2)	19	6.9	59	7,735
Architectural Coating	0	6.9	16	0
Paving	0	6.9	16	0
Finishing/Landscaping	0	6.9	16	0
				0
				0

[1] *CalEEMod normalized default schedule based on construction dates provided by applicant.*

[2] *Based on CalEEMod defaults.*

Year	HHDT (T7) VMT	MHDT (T6) VMT	Gasoline[1]				Diesel[1]			
			HHDT (T7) mpg	HHDT (T7) gallons	MHDT (T6) mpg	MHDT (T6) gallons	HHDT (T7) mpg	HHDT (T7) gallons	MHDT (T6) mpg	MHDT (T6) gallons
2020	4,261	4,261	3.88	1	4.90	146	6.29	667	9.94	357
2021	30,219	30,219	3.99	6	4.97	997	6.42	4,636	10.17	2,485
2022	3,867	3,867	4.10	1	5.04	123	6.59	568	10.52	308

VENDOR

Gasoline		Diesel	
VMT	Gallons	VMT	Gallons
718	147	7,744	1,024
4,978	1,003	55,010	7,121
625	124	6,991	877
6,320	**1,274**	**69,745**	**9,021**

[1] *EMFAC2017 v1.0.2.*

Year	VMT from gasoline		VMT from diesel	
	HHDT (T7)	MHDT (T6)	HHDT (T7)	MHDT (T6)
2020	0.09%	16.75%	98.51%	83.25%
2021	0.08%	16.39%	98.43%	83.61%
2022	0.08%	16.07%	96.85%	83.93%

Truck Haul Trips Fuel Usage Worksheet

Note: Hauling vehicles are HHDT (T7)

Activity	Total Trips[1]	Mi/Trip[1]	Annual VMT
2020			
Grading Soil Haul (Grading Overlap)	1,556	20	31,120
Grading Soil Haul (Trenching Overlap)	1,361	20	27,220
			0
			0
			0
2021			
			0
			0
			0
2022			
			0
			0
			0
			0
			0

[1] *Based on information provided.*

[2] *Based on CalEEMod defaults.*

Year	VMT	Gasoline[1]		Diesel[1]	
		HHDT (T7) mpg	HHDT (T7) gallons	HHDT (T7) mpg	HHDT (T7) gallons
2020	58,340	3.88	13	6.29	9,137

Gasoline		Diesel	
VMT	Gallons	VMT	Gallons
50	13	57,471	9,137
0	0	0	0
0	0	0	0
50	**13**	**57,471**	**9,137**

[1] *EMFAC2017 v1.0.2.*

Year	VMT from gasoline	VMT from diesel
2020	0.09%	98.51%

Off-Road Construction Equipment Fuel Usage Worksheet

Year	Total Gasoline	Total Diesel	Total Natural Gas
		Gallons	
2020	0	6,612	0
2021	0	33,487	0
2022	0	5,219	0
Total	**0**	**45,318**	**0**

Equipment Type[1]	Number of Equipment[1]	Horsepower	OFFROAD2017 Horsepower Category	Fuel Type	Working days[1]	Hours Per Day	Total Hours of Operation	Gasoline Gal/Hr[2]	Total Gasoline gallons	Diesel Gal/Hr[2]	Total Diesel gallons	Natural Gas Gal/Hr[2]	Total Natural Gas gallons
						2020							
Site Preparation													
Graders	1	187	*300*	*Diesel*	4	8	32	0.00	0	4.58	147	0.00	0
Scrapers	1	367	*600*	*Diesel*	4	8	32	0.00	0	10.54	337	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	4	7	28	0.00	0	1.59	44	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	4		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	4		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	4		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	4		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	4		0	0.00	0	0.00	0	0.00	0
Grading													
Graders	1	187	*300*	*Diesel*	8	8	64	0.00	0	4.58	293	0.00	0
Rubber Tired Dozers	1	247	*300*	*Diesel*	8	8	64	0.00	0	4.46	286	0.00	0
Tractors/Loaders/Backhoes	2	97	*100*	*Diesel*	8	7	112	0.00	0	1.59	178	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Grading Soil Haul (Grading Overlap)													
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	8		0	0.00	0	0.00	0	0.00	0
Grading Soil Haul (Trenching Overlap)													
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	7	8	56	0.00	0	1.59	89	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	7		0	0.00	0	0.00	0	0.00	0
Utility Trenching													
Excavators	1	158	*175*	*Diesel*	13	8	104	0.00	0	2.89	300	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Townhome Construction (Phase 1)													
Cranes	1	231	*300*	*Diesel*	63	8	504	0.00	0	3.31	1,669	0.00	0
Generator Sets	1	84	*100*	*Diesel*	63	8	504	0.00	0	0.00	0	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	63	6	378	0.00	0	1.59	600	0.00	0
Forklifts	2	89	*100*	*Diesel*	63	7	882	0.00	0	0.98	865	0.00	0
Welders	3	46	*50*	*Diesel*	63	8	1,512	0.00	0	1.19	1,802	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	63		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	63		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	63		0	0.00	0	0.00	0	0.00	0

							TOTAL		**0**		**6,612**		**0**
2021													
Townhome Construction (Phase 1)													
Cranes	1	231	*300*	*Diesel*	201	8	1,608	0.00	0	3.29	5,289	0.00	0
Generator Sets	1	84	*100*	*Diesel*	201	8	1,608	0.00	0	0.00	0	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	201	6	1,206	0.00	0	1.59	1,916	0.00	0
Forklifts	2	89	*100*	*Diesel*	201	7	2,814	0.00	0	0.98	2,762	0.00	0
Welders	3	46	*50*	*Diesel*	201	8	4,824	0.00	0	1.19	5,743	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	201		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	201		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	201		0	0.00	0	0.00	0	0.00	0
Architectural Coating (Phase 1)													
Air Compressors	1	78	*100*	*Diesel*	13	6	78	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	13		0	0.00	0	0.00	0	0.00	0
Paving (Phase 1)													
Cement and Mortar Mixers	1	9	*25*	*Diesel*	12	8	96	0.00	0	0.33	32	0.00	0
Pavers	1	130	*175*	*Diesel*	12	8	96	0.00	0	3.40	326	0.00	0
Paving Equipment	1	132	*175*	*Diesel*	12	8	96	0.00	0	2.67	257	0.00	0
Rollers	1	80	*100*	*Diesel*	12	8	96	0.00	0	1.69	163	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	12	8	96	0.00	0	1.59	153	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Finishing/Landscaping (Phase 1)													
Excavators	1	158	*175*	*Diesel*	12	8	96	0.00	0	2.89	277	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	12		0	0.00	0	0.00	0	0.00	0
Garage/Townhome Construction (Phase 2)													
Cranes	1	231	*300*	*Diesel*	260	6	1,560	0.00	0	3.29	5,131	0.00	0
Forklifts	1	89	*100*	*Diesel*	260	6	1,560	0.00	0	0.98	1,531	0.00	0
Generator Sets	1	84	*100*	*Diesel*	260	8	2,080	0.00	0	0.00	0	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	260	6	1,560	0.00	0	1.59	2,479	0.00	0
Welders	3	46	*50*	*Diesel*	260	8	6,240	0.00	0	1.19	7,429	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	260		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	260		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	260		0	0.00	0	0.00	0	0.00	0
							TOTAL		**0**		**33,487**		**0**

						2022							
Garage/Townhome Construction (Phase 2)													
Cranes	1	231	*300*	*Diesel*	59	6	354	0.00	0	3.28	1,162	0.00	0
Forklifts	1	89	*100*	*Diesel*	59	6	354	0.00	0	0.98	348	0.00	0
Generator Sets	1	84	*100*	*Diesel*	59	8	472	0.00	0	0.00	0	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	59	6	354	0.00	0	1.59	563	0.00	0
Welders	3	46	*50*	*Diesel*	59	8	1,416	0.00	0	1.19	1,685	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	59		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	59		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	59		0	0.00	0	0.00	0	0.00	0
Architectural Coating (Phase 2)													
Air Compressors	1	78	*100*	*Diesel*	16	6	96	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Paving (Phase 2)													
Cement and Mortar Mixers	1	9	*25*	*Diesel*	16	6	96	0.00	0	0.33	32	0.00	0
Pavers	1	130	*175*	*Diesel*	16	6	96	0.00	0	3.40	326	0.00	0
Paving Equipment	1	132	*175*	*Diesel*	16	8	128	0.00	0	2.66	341	0.00	0
Rollers	1	80	*100*	*Diesel*	16	7	112	0.00	0	1.69	190	0.00	0
Tractors/Loaders/Backhoes	1	97	*100*	*Diesel*	16	8	128	0.00	0	1.59	204	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Finishing/Landscaping (Phase 2)													
Excavators	1	158	*175*	*Diesel*	16	8	128	0.00	0	2.89	369	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
Select Equipment Type			*25*	*Select Fuel Type*	16		0	0.00	0	0.00	0	0.00	0
								TOTAL	**0**		**5,219**		**0**

[1] Based on CalEEMod equiment mix of normalized default schedule, construction dates provided by applicant

[2] OFFROAD2017 v.1.0.1

OFFROAD 2020

	Equipment Type	Horsepower	Gas				Diesel				Natural Gas			
		HP	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr
Air Compressors25	Air Compressors	25	420275.6	2855.36	1380305.9	0.304480043	20045.8	44.96	36573	0.548103792	0	0	0	0
Air Compressors50	Air Compressors	50	127859.5	118.32	57188.2	2.235767169	226237.95	271.4	220938.15	1.023987709	0	0	0	0
Air Compressors75	Air Compressors	75	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors100	Air Compressors	100	699555.35	383.62	185441.9	3.772369405	0	0	0	0	0	0	0	0
Air Compressors175	Air Compressors	175	85504.9	25.8	12475.7	6.853715623	0	0	0	0	0	0	0	0
Air Compressors300	Air Compressors	300	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors600	Air Compressors	600	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors750	Air Compressors	750	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors9999	Air Compressors	9999	0	0	0	0	0	0	0	0	0	0	0	0
Bore/Drill rigs25	Bore/Drill rigs	25	7011.65	42.92	5321.7	1.317558299	6646.65	12.34	10011.95	0.663871673	0	0	0	0
Bore/Drill rigs50	Bore/Drill rigs	50	1350.5	4.88	518.3	2.605633803	6888.44558	17.15370195	5962.689134	1.155258211	0	0	0	0
Bore/Drill rigs75	Bore/Drill rigs	75	0	0	0	0	12000.12387	14.44522269	6365.102675	1.885299339	0	0	0	0
Bore/Drill rigs100	Bore/Drill rigs	100	15476	22.53	2412.65	6.414523449	30838.96924	37.91870956	14070.37537	2.191765921	0	0	0	0
Bore/Drill rigs175	Bore/Drill rigs	175	5376.45	5.55	591.3	9.092592593	49802.32931	41.34944995	12781.36303	3.896480305	0	0	0	0
Bore/Drill rigs300	Bore/Drill rigs	300	0	0	0	0	70327.94887	41.34944995	13180.15122	5.33589848	0	0	0	0
Bore/Drill rigs600	Bore/Drill rigs	600	0	0	0	0	134555.7652	35.75192616	12482.87611	10.77922781	0	0	0	0
Bore/Drill rigs750	Bore/Drill rigs	750	0	0	0	0	50785.16514	6.861480778	2995.342436	16.95471093	0	0	0	0
Bore/Drill rigs9999	Bore/Drill rigs	9999	0	0	0	0	37242.14648	1.083391702	771.5947331	48.26646021	0	0	0	0
Cement and Mortar Mixers25	Cement and Mortar Mixers	25	232296.95	6464.87	595274.85	0.39023478	17060.1	171.82	51581.8	0.330738749	0	0	0	0
Cement and Mortar Mixers50	Cement and Mortar Mixers	50	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers75	Cement and Mortar Mixers	75	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers100	Cement and Mortar Mixers	100	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers175	Cement and Mortar Mixers	175	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers300	Cement and Mortar Mixers	300	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers600	Cement and Mortar Mixers	600	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers750	Cement and Mortar Mixers	750	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers9999	Cement and Mortar Mixers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws25	Concrete/Industrial Saws	25	207126.55	909.94	258587.9	0.800990882	547.5	1.23	737.3	0.742574257	0	0	0	0
Concrete/Industrial Saws50	Concrete/Industrial Saws	50	30966.6	18.29	11165.35	2.773455378	8679.7	10.79	6263.4	1.385780886	0	0	0	0
Concrete/Industrial Saws75	Concrete/Industrial Saws	75	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws100	Concrete/Industrial Saws	100	30167.25	10.48	6398.45	4.714774672	0	0	0	0	0	0	0	0
Concrete/Industrial Saws175	Concrete/Industrial Saws	175	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws300	Concrete/Industrial Saws	300	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws600	Concrete/Industrial Saws	600	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws750	Concrete/Industrial Saws	750	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws9999	Concrete/Industrial Saws	9999	0	0	0	0	0	0	0	0	0	0	0	0
Cranes25	Cranes	25	0	0	0	0	131.7327655	0.680325242	318.2136605	0.413975834	0	0	0	0
Cranes50	Cranes	50	4496.8	5.55	2317.75	1.94015748	2134.523162	7.256802583	3095.374057	0.689584885	0	0	0	0
Cranes75	Cranes	75	0	0	0	0	959.6458725	2.494525888	913.4097997	1.050619199	0	0	0	0
Cranes100	Cranes	100	15370.15	11.17	4620.9	3.326224329	49538.80087	87.53518116	37791.28703	1.310852441	0	0	0	0
Cranes175	Cranes	175	989.15	0.45	200.75	4.927272727	146268.9647	149.2180031	66743.92405	2.191494833	0	0	0	0
Cranes300	Cranes	300	0	0	0	0	263442.3723	171.6687361	79542.53818	3.311968392	0	0	0	0
Cranes600	Cranes	600	0	0	0	0	437397.9805	165.0922588	79467.66438	5.504100113	0	0	0	0
Cranes750	Cranes	750	0	0	0	0	7007.22842	1.814200646	732.0431903	9.572151633	0	0	0	0
Cranes9999	Cranes	9999	0	0	0	0	24528.54781	3.628401292	1755.740077	13.97048921	0	0	0	0
Crawler Tractors25	Crawler Tractors	25	0	0	0	0	0	0	0	0	0	0	0	0
Crawler Tractors50	Crawler Tractors	50	0	0	0	0	6906.211807	20.12690317	6706.317428	1.029806877	0	0	0	0
Crawler Tractors75	Crawler Tractors	75	0	0	0	0	2279.540038	6.843147078	1411.218243	1.615299441	0	0	0	0
Crawler Tractors100	Crawler Tractors	100	0	0	0	0	302993.6759	338.3332423	155746.0953	1.94543353	0	0	0	0
Crawler Tractors175	Crawler Tractors	175	0	0	0	0	332908.929	227.8365439	100685.4601	3.306425065	0	0	0	0
Crawler Tractors300	Crawler Tractors	300	0	0	0	0	355877.9676	181.3433976	77625.75893	4.58453447	0	0	0	0
Crawler Tractors600	Crawler Tractors	600	0	0	0	0	1204586.771	300.8972024	141025.7375	8.541609442	0	0	0	0
Crawler Tractors750	Crawler Tractors	750	0	0	0	0	25881.14568	4.226649666	1884.243511	13.73556312	0	0	0	0
Crawler Tractors9999	Crawler Tractors	9999	0	0	0	0	70952.31757	6.038070951	3263.807002	21.73912781	0	0	0	0
Crushing/Proc. Equipment25	Crushing/Proc. Equipment	25	3087.9	10.78	3113.45	0.991793669	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment50	Crushing/Proc. Equipment	50	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment75	Crushing/Proc. Equipment	75	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment100	Crushing/Proc. Equipment	100	11931.85	6.47	1565.85	7.62004662	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment175	Crushing/Proc. Equipment	175	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment300	Crushing/Proc. Equipment	300	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment600	Crushing/Proc. Equipment	600	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment750	Crushing/Proc. Equipment	750	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment9999	Crushing/Proc. Equipment	9999	0	0	0	0	0	0	0	0	0	0	0	0
Dumpers/Tenders25	Dumpers/Tenders	25	22210.25	430.84	64258.25	0.345640443	1700.9	7.4	4909.25	0.346468401	0	0	0	0
Dumpers/Tenders100	Dumpers/Tenders	100	1270.2	4.01	518.3	2.450704225	0	0	0	0	0	0	0	0
Excavators25	Excavators	25	0	0	0	0	11962.3563	11.60167149	16001.86135	0.747560302	0	0	0	0
Excavators50	Excavators	50	0	0	0	0	276404.333	492.4817899	351707.7331	0.785892112	0	0	0	0
Excavators75	Excavators	75	0	0	0	0	8728.73358	8.873545764	6012.707483	1.451714324	0	0	0	0
Excavators100	Excavators	100	0	0	0	0	350406.0259	345.8666133	218277.9955	1.605319973	0	0	0	0
Excavators175	Excavators	175	0	0	0	0	757306.9177	454.3658774	262433.795	2.885706537	0	0	0	0
Excavators300	Excavators	300	0	0	0	0	963140.2651	390.8393566	223100.2638	4.317073627	0	0	0	0
Excavators600	Excavators	600	0	0	0	0	1707638.733	409.9981486	256538.0619	6.656473196	0	0	0	0
Excavators750	Excavators	750	0	0	0	0	30289.06656	4.436772882	2452.637573	12.34958923	0	0	0	0
Excavators9999	Excavators	9999	0	0	0	0	47730.43043	3.02507242	2004.985664	23.80587118	0	0	0	0
Forklifts25	Forklifts	25	4255.9	6.84	6175.8	0.689125296	42.04688527	0.233621705	72.70432402	0.578327161	4803.4	3.91	4898.3	0.980626
Forklifts50	Forklifts	50	3452863.5	1193.8	2147623.5	1.607760159	185091.2267	531.3472223	369080.6386	0.501492648	6377823.85	2651.92	4777576.25	1.33495
Forklifts75	Forklifts	75	0	0	0	0	17994.79125	47.31945343	23018.00061	0.781770387	0	0	0	0
Forklifts100	Forklifts	100	15922154.1	4213.3	7546517.35	2.109867819	2734790.63	4442.337368	2786941.46	0.981287432	39911388.55	9307.39	16767804.35	2.380239
Forklifts175	Forklifts	175	1112895.95	153.97	275786.7	4.035350327	820120.418	839.3860399	516324.9702	1.588380314	2995631.65	340.6	613616.1	4.881931
Forklifts300	Forklifts	300	0	0	0	0	157452.8458	101.4454331	69739.47214	2.257729245	0	0	0	0
Forklifts600	Forklifts	600	0	0	0	0	40807.08415	16.1026973	10506.67972	3.883918157	0	0	0	0
Forklifts750	Forklifts	750	0	0	0	0	639.4562252	0.233621705	49.25131627	12.98353574	0	0	0	0
Forklifts9999	Forklifts	9999	0	0	0	0	2946.405858	0.418638931	322.204463	9.144522179	0	0	0	0
Generator Sets25	Generator Sets	25	6125397.15	74999.12	8617230.25	0.71083132	524304.25	2553.52	862031.45	0.608219398	0	0	0	0
Generator Sets50	Generator Sets	50	997811.45	3893.23	447161.5	2.231434169	622733.8	1317.38	444719.65	1.400283977	0	0	0	0
Generator Sets75	Generator Sets	75	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets100	Generator Sets	100	450358.9	751.89	86359	5.214961961	0	0	0	0	40241.25	55.98	6438.6	6.25
Generator Sets175	Generator Sets	175	73375.95	71.03	8161.4	8.990608229	0	0	0	0	58162.75	46.42	5325.35	10.92186
Generator Sets300	Generator Sets	300	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets600	Generator Sets	600	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets750	Generator Sets	750	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets9999	Generator Sets	9999	0	0	0	0	0	0	0	0	0	0	0	0
Graders25	Graders	25	0	0	0	0	0	0	0	0	0	0	0	0
Graders50	Graders	50	0	0	0	0	1718.942248	5.877147492	2020.693187	0.850669591	0	0	0	0
Graders75	Graders	75	0	0	0	0	2832.921648	5.066506458	1865.168306	1.518855772	0	0	0	0
Graders100	Graders	100	0	0	0	0	38164.44216	56.33955182	20285.37247	1.881377441	0	0	0	0
Graders175	Graders	175	0	0	0	0	462463.9452	318.7845864	146982.3154	3.146391754	0	0	0	0
Graders300	Graders	300	0	0	0	0	976426.4248	286.9669258	212980.7003	4.584577023	0	0	0	0
Graders600	Graders	600	0	0	0	0	42585.21852	7.903750075	5713.957008	7.452841955	0	0	0	0
Graders750	Graders	750	0	0	0	0	0	0	0	0	0	0	0	0
Graders9999	Graders	9999	0	0	0	0	33102.17679	1.21596155	865.3332052	38.25367684	0	0	0	0
Pavers25	Pavers	25	18899.7	41.97	16640.35	1.135775389	3233.9	4.63	3810.6	0.848659004	0	0	0	0
Pavers50	Pavers	50	14384.65	15.85	6212.3	2.315511163	7571.760329	23.616933	8182.156781	0.925399076	0	0	0	0
Pavers75	Pavers	75	0	0	0	0	12401.64722	22.8297019	8015.317353	1.547243443	0	0	0	0
Pavers100	Pavers	100	13001.3	8.67	3412.75	3.809625668	60419.27383	90.92519203	34853.19552	1.733536134	0	0	0	0
Pavers175	Pavers	175	0	0	0	0	100374.0824	78.52630221	29562.84898	3.395277716	0	0	0	0
Pavers300	Pavers	300	0	0	0	0	78292.36619	37.59028502	16476.49112	4.751762107	0	0	0	0
Pavers600	Pavers	600	0	0	0	0	14167.25223	4.132963274	1791.767645	7.906857944	0	0	0	0
Pavers750	Pavers	750	0	0	0	0	2932.313134	0.39361555	181.9866917	16.11278884	0	0	0	0
Pavers9999	Pavers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Paving Equipment25	Paving Equipment	25	400638.6	4596.2	869473.8	0.460782832	3821.55	8.03	6657.6	0.574013158	0	0	0	0
Paving Equipment50	Paving Equipment	50	16932.35	43.27	7573.75	2.235662651	9429.815807	29.08070905	13380.04471	0.704767137	0	0	0	0
Paving Equipment75	Paving Equipment	75	0	0	0	0	1150.015431	2.554386606	934.7708472	1.230264545	0	0	0	0
Paving Equipment100	Paving Equipment	100	6993.4	11.14	1960.05	3.567970205	39412.44139	53.44562745	24098.01985	1.635505392	0	0	0	0
Paving Equipment175	Paving Equipment	175	0	0	0	0	42690.88389	35.76141248	16084.1954	2.654213209	0	0	0	0
Paving Equipment300	Paving Equipment	300	0	0	0	0	30280.20496	15.32631964	7043.985993	4.29873157	0	0	0	0
Paving Equipment600	Paving Equipment	600	0	0	0	0	31195.83685	9.038598759	4108.389105	7.593204066	0	0	0	0
Paving Equipment750	Paving Equipment	750	0	0	0	0	3720.921972	0.589473832	296.3212627	12.55705358	0	0	0	0
Paving Equipment9999	Paving Equipment	9999	0	0	0	0	2770.244745	0.392982555	178.8447858	15.489659	0	0	0	0
Rollers25	Rollers	25	93388.9	497.28	123844.5	0.754081933	70421.89297	264.8724412	184140.2118	0.382436255	0	0	0	0
Rollers50	Rollers	50	18768.3	11.17	6931.35	2.707740916	155591.747	596.9989525	201839.1076	0.770870169	0	0	0	0
Rollers75	Rollers	75	0	0	0	0	1400.497129	4.656146459	1040.303014	1.346239614	0	0	0	0
Rollers100	Rollers	100	59089.85	20.98	13034.15	4.533464016	241737.6115	440.7143844	142744.8383	1.693494591	0	0	0	0
Rollers175	Rollers	175	0	0	0	0	251407.101	257.5051433	90183.9067	2.787715793	0	0	0	0
Rollers300	Rollers	300	0	0	0	0	41628.18768	32.99790752	9921.830725	4.195615591	0	0	0	0
Rollers600	Rollers	600	0	0	0	0	24424.01	11.94402787	3581.559824	6.819377923	0	0	0	0
Rollers750	Rollers	750	0	0	0	0	0	0	0	0	0	0	0	0
Rollers9999	Rollers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Rough Terrain Forklifts25	Rough Terrain Forklifts	25	0	0	0	0	42.04688527	0.233621705	72.70432402	0.578327161	0	0	0	0
Rough Terrain Forklifts50	Rough Terrain Forklifts	50	3033.15	2.23	919.8	3.297619048	7067.876587	24.06303564	6458.697745	1.094319144	0	0	0	0
Rough Terrain Forklifts75	Rough Terrain Forklifts	75	0	0	0	0	1115.320022	3.737947284	913.1037684	1.221460321	0	0	0	0
Rough Terrain Forklifts100	Rough Terrain Forklifts	100	66889.9	31.69	13092.55	5.109004739	611081.0502	1104.096179	305399.334	2.000924633	0	0	0	0
Rough Terrain Forklifts175	Rough Terrain Forklifts	175	3759.5	1.13	459.9	8.174603175	144097.1867	211.4276432	55899.4622	2.577792004	0	0	0	0
Rough Terrain Forklifts300	Rough Terrain Forklifts	300	0	0	0	0	9996.187108	9.344868209	2286.668256	4.371507359	0	0	0	0
Rough Terrain Forklifts600	Rough Terrain Forklifts	600	0	0	0	0	3709.333286	1.868973642	466.9754432	7.943315521	0	0	0	0
Rough Terrain Forklifts750	Rough Terrain Forklifts	750	0	0	0	0	639.4562252	0.233621705	49.25131627	12.98353574	0	0	0	0
Rough Terrain Forklifts9999	Rough Terrain Forklifts	9999	0	0	0	0	0	0	0	0	0	0	0	0
Rubber Tired Dozers25	Rubber Tired Dozers	25	0	0	0	0	0	0	0	0	0	0	0	0
Rubber Tired Dozers50	Rubber Tired Dozers	50	0	0	0	0	6904.821218	7.896748701	7321.829952	0.943045832	0	0	0	0
Rubber Tired Dozers75	Rubber Tired Dozers	75	0	0	0	0	5380.214288	5.585505179	3718.598475	1.446839266	0	0	0	0
Rubber Tired Dozers100	Rubber Tired Dozers	100	0	0	0	0	26294.82803	17.33432642	15159.05177	1.734595833	0	0	0	0
Rubber Tired Dozers175	Rubber Tired Dozers	175	0	0	0	0	28285.24114	12.71183937	9352.890671	3.024224503	0	0	0	0
Rubber Tired Dozers300	Rubber Tired Dozers	300	0	0	0	0	31597.9965	10.59319948	7077.131606	4.464802728	0	0	0	0
Rubber Tired Dozers600	Rubber Tired Dozers	600	0	0	0	0	351202.9489	64.90742225	46225.21468	7.597648843	0	0	0	0
Rubber Tired Dozers750	Rubber Tired Dozers	750	0	0	0	0	9976.656249	0.770414507	750.207746	13.29852471	0	0	0	0
Rubber Tired Dozers9999	Rubber Tired Dozers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Scrapers25	Scrapers	25	0	0	0	0	55.28276268	0.198491558	79.7053348	0.693589241	0	0	0	0
Scrapers50	Scrapers	50	0	0	0	0	440.0083915	1.19094935	416.4603743	1.056543236	0	0	0	0
Scrapers75	Scrapers	75	0	0	0	0	3742.590269	5.359272077	2213.59427	1.690730013	0	0	0	0
Scrapers100	Scrapers	100	0	0	0	0	18385.79755	14.29139221	8107.139567	2.267852601	0	0	0	0
Scrapers175	Scrapers	175	0	0	0	0	239015.2049	129.2180045	56918.02238	4.199288641	0	0	0	0
Scrapers300	Scrapers	300	0	0	0	0	274380.1064	125.0496818	49208.08107	5.575915589	0	0	0	0
Scrapers600	Scrapers	600	0	0	0	0	3441479.442	696.9038616	326520.6531	10.53985226	0	0	0	0
Scrapers750	Scrapers	750	0	0	0	0	55550.49642	9.329103245	3561.500043	15.59749986	0	0	0	0
Scrapers9999	Scrapers	9999	0	0	0	0	79684.13664	5.160780519	2000.3825	39.83444999	0	0	0	0
Skid Steer Loaders25	Skid Steer Loaders	25	305848.1	868.43	277261.3	1.103104184	310359.5	592.25	494356	0.62780567	0	0	0	0
Skid Steer Loaders50	Skid Steer Loaders	50	90275.45	152.13	47201.8	1.91254253	117774.0115	413.3560786	127080.3096	0.926768371	0	0	0	0
Skid Steer Loaders75	Skid Steer Loaders	75	0	0	0	0	611802.5452	1307.492207	455620.0082	1.342791217	0	0	0	0
Skid Steer Loaders100	Skid Steer Loaders	100	120548.55	91.01	28232.75	4.26981254	12803.62391	26.43675465	8900.691847	1.438497605	0	0	0	0
Skid Steer Loaders175	Skid Steer Loaders	175	0	0	0	0	4221.742454	5.53327423	1459.332171	2.892927695	0	0	0	0
Skid Steer Loaders300	Skid Steer Loaders	300	0	0	0	0	3921.253726	3.483913404	1003.976644	3.905722059	0	0	0	0
Skid Steer Loaders600	Skid Steer Loaders	600	0	0	0	0	1134.380166	0.409872165	125.7256726	9.022661336	0	0	0	0
Skid Steer Loaders750	Skid Steer Loaders	750	0	0	0	0	0	0	0	0	0	0	0	0
Skid Steer Loaders9999	Skid Steer Loaders	9999	0	0	0	0	1535.539988	0.409872165	80.69302263	19.02940227	0	0	0	0
Tractors/Loaders/Backhoes25	Tractors/Loaders/Backhoes	25	0	0	0	0	59195.7	86.99	82008.2	0.721826598	0	0	0	0
Tractors/Loaders/Backhoes50	Tractors/Loaders/Backhoes	50	0	0	0	0	233019.7695	578.5045692	292024.3413	0.797946392	0	0	0	0
Tractors/Loaders/Backhoes75	Tractors/Loaders/Backhoes	75	0	0	0	0	36994.92531	122.9574172	26945.8128	1.372937813	0	0	0	0
Tractors/Loaders/Backhoes100	Tractors/Loaders/Backhoes	100	50001.35	19.63	17089.3	2.925886373	3702816.23	3805.028137	2331223.585	1.588357399	0	0	0	0
Tractors/Loaders/Backhoes175	Tractors/Loaders/Backhoes	175	0	0	0	0	647213.2781	439.4215892	238183.7537	2.717285575	0	0	0	0
Tractors/Loaders/Backhoes300	Tractors/Loaders/Backhoes	300	0	0	0	0	400292.2	184.0329867	101356.0613	3.949366175	0	0	0	0
Tractors/Loaders/Backhoes600	Tractors/Loaders/Backhoes	600	0	0	0	0	532503.7397	159.2399337	83776.50742	6.356241816	0	0	0	0
Tractors/Loaders/Backhoes750	Tractors/Loaders/Backhoes	750	0	0	0	0	18010.48786	2.217264899	1505.958098	11.95948804	0	0	0	0
Tractors/Loaders/Backhoes9999	Tractors/Loaders/Backhoes	9999	0	0	0	0	181990.3905	8.465920525	5157.985177	35.28323254	0	0	0	0
Welders25	Welders	25	1526411.75	9165	1903945.85	0.801709644	236702.5	941.5	604666.3	0.391459719	0	0	0	0
Welders50	Welders	50	310523.75	618.23	128428.9	2.41786506	1038359.3	1356.51	871156.45	1.191932058	0	0	0	0
Welders75	Welders	75	0	0	0	0	0	0	0	0	0	0	0	0
Welders100	Welders	100	437029.1	630.96	131078.8	3.334094453	0	0	0	0	0	0	0	0
Welders175	Welders	175	54385	43.48	9030.1	6.022635408	0	0	0	0	0	0	0	0
Welders300	Welders	300	0	0	0	0	0	0	0	0	0	0	0	0
Welders600	Welders	600	0	0	0	0	0	0	0	0	0	0	0	0
Welders750	Welders	750	0	0	0	0	0	0	0	0	0	0	0	0
Welders9999	Welders	9999	0	0	0	0	0	0	0	0	0	0	0	0

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2020
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	CalYr	VehClass	MdlYr	HP_Bin	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2_5_tpd	PM_tpd	SOx_tpd	NH3_tpd	Fuel_gpy	Total_Activity_hpy	Total_Population	Horsepower_Hours_hhpy
Los Angeles (SC)	2020	Agricultural - Agricultural Tractors	Aggregated	50	Diesel	0.004431425	0.005362024	0.006381252	0.013628612	0.012439824	0.169343317	0.001190698	0.001095443	0.001191	1.44E-06	1.39143E-06	39234.94628	35148.83404	109.4699343	1434153
Los Angeles (SC)	2020	Agricultural - Agricultural Tractors	Aggregated	75	Diesel	0.004335583	0.005246055	0.006243239	0.016732008	0.032160116	0.317669702	0.002500799	0.002300736	0.002501	2.83E-06	2.61017E-06	73600.505	41645.9601	118.0549978	2626854
Los Angeles (SC)	2020	Agricultural - Agricultural Tractors	Aggregated	100	Diesel	0.005113835	0.006187741	0.007363923	0.032106637	0.04343459	0.708204216	0.00344705	0.003171286	0.003447	6.44E-06	5.81904E-06	164082.9695	68573.13326	123.6883768	5875355
Los Angeles (SC)	2020	Agricultural - Agricultural Tractors	Aggregated	175	Diesel	0.003122884	0.00377869	0.004496953	0.019055586	0.029758193	0.408478822	0.001707118	0.001570549	0.001707	3.71E-06	3.35631E-06	94639.95915	30302.92783	46.44931316	3672365
Los Angeles (SC)	2020	Agricultural - Agricultural Tractors	Aggregated	300	Diesel	0.002496704	0.003021012	0.003595254	0.00915965	0.027189777	0.41948497	0.001155327	0.001062901	0.001155	3.83E-06	3.44674E-06	97189.9602	17611.95351	21.21137682	3816341
Los Angeles (SC)	2020	Agricultural - Agricultural Tractors	Aggregated	600	Diesel	0.001340588	0.001622112	0.001930447	0.005751588	0.013443156	0.347438246	0.000594946	0.00054735	0.000595	3.19E-06	2.85476E-06	80497.54271	8730.592383	7.790385104	3209286
Los Angeles (SC)	2020	Agricultural - Bale Wagons (Self Propelled)	Aggregated	50	Diesel	2.02531E-06	2.45062E-06	2.91644E-06	1.19414E-05	1.27832E-05	0.000205196	7.5497E-07	6.94572E-07	7.55E-07	1.85E-09	1.68601E-09	47.5415113	46.60932565	0.072935598	1631.326
Los Angeles (SC)	2020	Agricultural - Bale Wagons (Self Propelled)	Aggregated	100	Diesel	1.42478E-05	1.72398E-05	2.05168E-05	0.000124416	0.000133157	0.002872026	1.09504E-05	1.00744E-05	1.1E-05	2.63E-08	2.35983E-08	665.4161284	272.391357	0.437018091	22826.7
Los Angeles (SC)	2020	Agricultural - Bale Wagons (Self Propelled)	Aggregated	175	Diesel	3.52389E-05	4.2639E-05	5.0744E-05	0.000338381	0.000359353	0.008127891	2.15564E-05	1.98319E-05	2.16E-05	7.46E-08	6.67837E-08	1883.141171	562.6258045	0.899595955	72398.84
Los Angeles (SC)	2020	Agricultural - Bale Wagons (Self Propelled)	Aggregated	300	Diesel	8.83991E-06	1.06963E-05	1.27295E-05	3.72775E-05	0.000106435	0.002475982	4.16651E-06	3.83319E-06	4.17E-06	2.28E-08	2.03442E-08	573.6572125	113.1148899	0.181846097	21883.38
Los Angeles (SC)	2020	Agricultural - Balers (Self Propelled)	Aggregated	50	Diesel	3.25938E-05	3.94385E-05	4.69351E-05	0.000140712	0.000159655	0.002519018	1.07819E-05	9.91936E-06	1.08E-05	2.25E-08	2.06978E-08	583.6282223	433.1747226	1.329860074	19957.41
Los Angeles (SC)	2020	Agricultural - Balers (Self Propelled)	Aggregated	75	Diesel	1.50085E-05	1.81603E-05	2.16122E-05	9.90066E-05	0.000142289	0.002302834	9.361E-06	8.61212E-06	9.36E-06	2.1E-08	1.89215E-08	533.5407494	282.8083493	0.862187391	18355.06
Los Angeles (SC)	2020	Agricultural - Balers (Self Propelled)	Aggregated	100	Diesel	3.2793E-06	3.96795E-06	4.72218E-06	2.17648E-05	3.02712E-05	0.000506236	2.21318E-06	2.03612E-06	2.21E-06	4.61E-09	4.15954E-09	117.2891561	50.87375581	0.155966783	4031.261
Los Angeles (SC)	2020	Agricultural - Balers (Self Propelled)	Aggregated	175	Diesel	1.30529E-06	1.57941E-06	1.87962E-06	1.02988E-05	1.47824E-05	0.000251873	7.59613E-07	6.98844E-07	7.6E-07	2.31E-09	2.06954E-09	58.3561792	21.27151545	0.065320787	2239.014
Los Angeles (SC)	2020	Agricultural - Combine Harvesters	Aggregated	75	Diesel	2.99481E-06	3.62372E-06	4.31252E-06	1.6757E-05	2.53054E-05	0.000375751	1.90646E-06	1.75395E-06	1.91E-06	3.41E-09	3.0874E-09	87.05723217	60.4512301	0.165852839	3366.074
Los Angeles (SC)	2020	Agricultural - Combine Harvesters	Aggregated	100	Diesel	2.384E-05	2.88464E-05	3.43295E-05	0.000133421	0.000200413	0.002988192	1.6015E-05	1.47338E-05	1.6E-05	2.71E-08	2.45528E-08	692.33044	307.873066	0.85127968	26146.98
Los Angeles (SC)	2020	Agricultural - Combine Harvesters	Aggregated	175	Diesel	3.43572E-05	4.15722E-05	4.94743E-05	0.000230627	0.000363089	0.005548429	1.92666E-05	1.77252E-05	1.93E-05	5.06E-08	4.55893E-08	1285.508715	404.0519785	1.130287749	56441.73
Los Angeles (SC)	2020	Agricultural - Combine Harvesters	Aggregated	300	Diesel	0.000170436	0.000206227	0.000245427	0.000708624	0.002283798	0.040182381	8.37461E-05	7.70464E-05	8.37E-05	3.69E-07	3.30163E-07	9309.806841	1712.757014	4.563565407	396193.1
Los Angeles (SC)	2020	Agricultural - Combine Harvesters	Aggregated	600	Diesel	3.64322E-05	4.4083E-05	5.24624E-05	0.000243243	0.000519311	0.015341974	2.12588E-05	1.95581E-05	2.13E-05	1.42E-07	1.26059E-07	3554.563213	445.4744576	0.982498502	147390
Los Angeles (SC)	2020	Agricultural - Construction Equipment	Aggregated	50	Diesel	0.000320231	0.000387479	0.000461133	0.001083421	0.001016754	0.014457109	8.99747E-05	8.27768E-05	9E-05	1.25E-07	1.18788E-07	3349.549823	3238.579185	8.376768504	143433.7
Los Angeles (SC)	2020	Agricultural - Construction Equipment	Aggregated	75	Diesel	0.000222395	0.000269098	0.000320249	0.001096291	0.00181196	0.023162936	0.000132959	0.000122322	0.000133	2.09E-07	1.90321E-07	5366.592345	3631.962818	10.01665561	228778.1
Los Angeles (SC)	2020	Agricultural - Construction Equipment	Aggregated	100	Diesel	0.000440623	0.000533153	0.000634497	0.002529202	0.003631282	0.054863181	0.000293259	0.000269799	0.000293	4.97E-07	4.50789E-07	12711.18341	6453.802382	13.27267983	544223
Los Angeles (SC)	2020	Agricultural - Construction Equipment	Aggregated	175	Diesel	0.000854313	0.001033718	0.00123021	0.0056173	0.008096578	0.12399098	0.000473027	0.000435185	0.000473	1.13E-06	1.01879E-06	28727.31873	11192.02003	17.77622276	1371243
Los Angeles (SC)	2020	Agricultural - Construction Equipment	Aggregated	300	Diesel	0.0004604	0.000557084	0.000662976	0.001752238	0.005236249	0.081597189	0.000220848	0.00020318	0.000221	7.46E-07	6.70452E-07	18905.15295	4565.728221	8.178141334	898580.2
Los Angeles (SC)	2020	Agricultural - Construction Equipment	Aggregated	600	Diesel	6.44235E-05	7.79524E-05	9.27699E-05	0.000309585	0.000657716	0.009849064	2.82381E-05	2.5979E-05	2.82E-05	8.97E-08	8.09259E-08	2281.917687	311.5973983	0.352719253	110052.2
Los Angeles (SC)	2020	Agricultural - Cotton Pickers	Aggregated	100	Diesel	6.40583E-06	7.75106E-06	9.2244E-06	6.93665E-05	7.1369E-05	0.001701326	5.28949E-06	4.86633E-06	5.29E-06	1.56E-08	1.39791E-08	394.1781991	169.3436576	0.373454786	15240.93
Los Angeles (SC)	2020	Agricultural - Cotton Pickers	Aggregated	175	Diesel	1.36525E-05	1.65195E-05	1.96596E-05	0.000162322	0.000164639	0.004126705	9.10023E-06	8.37221E-06	9.1E-06	3.8E-08	3.39075E-08	956.1112458	332.3417015	0.725120641	40337.34
Los Angeles (SC)	2020	Agricultural - Cotton Pickers	Aggregated	300	Diesel	1.17581E-05	1.42273E-05	1.69317E-05	5.9663E-05	0.000168089	0.004319281	6.23714E-06	5.73817E-06	6.24E-06	3.98E-08	3.54898E-08	1000.728894	174.0605004	0.376426374	43013.73
Los Angeles (SC)	2020	Agricultural - Cotton Pickers	Aggregated	600	Diesel	3.39834E-05	4.11199E-05	4.89361E-05	0.000175694	0.000474935	0.01297639	1.83747E-05	1.69047E-05	1.84E-05	1.2E-07	1.06622E-07	3006.483879	396.2815231	0.864660814	128773.2
Los Angeles (SC)	2020	Agricultural - Forage & Silage Harvesters	Aggregated	100	Diesel	1.21869E-06	1.47461E-06	1.75491E-06	6.82493E-06	1.02549E-05	0.000153039	8.19275E-07	7.53733E-07	8.19E-07	1.39E-09	1.25746E-09	35.45734006	17.13700837	0.046850139	1370.961
Los Angeles (SC)	2020	Agricultural - Forage & Silage Harvesters	Aggregated	300	Diesel	1.16566E-06	1.41045E-06	1.67855E-06	4.57018E-06	1.5476E-05	0.000246218	5.58195E-07	5.1354E-07	5.58E-07	2.26E-09	2.02308E-09	57.04595751	11.14589913	0.031262811	2452.098
Los Angeles (SC)	2020	Agricultural - Forage & Silage Harvesters	Aggregated	600	Diesel	1.2529E-05	1.516E-05	1.80417E-05	6.71923E-05	0.000169811	0.003692217	6.50547E-06	5.98503E-06	6.51E-06	3.4E-08	3.03375E-08	855.4451742	90.6093232	0.223744109	37920.65
Los Angeles (SC)	2020	Agricultural - Forage & Silage Harvesters	Aggregated	750	Diesel	2.32157E-05	2.8091E-05	3.34306E-05	0.00015149	0.0003302	0.009468899	1.33809E-05	1.23104E-05	1.34E-05	8.74E-08	7.78023E-08	2193.837689	155.0102893	0.339402677	93742.24
Los Angeles (SC)	2020	Agricultural - Forage & Silage Harvesters	Aggregated	9999	Diesel	1.4482E-05	1.75232E-05	2.08541E-05	9.15857E-05	0.000320037	0.005637308	8.21367E-06	7.55658E-06	8.21E-06	5.2E-08	4.63196E-08	1306.101016	65.28166739	0.14181664	56142.23
Los Angeles (SC)	2020	Agricultural - Forklifts	Aggregated	50	Diesel	2.70172E-05	3.26909E-05	3.89048E-05	0.00010336	9.90388E-05	0.00146915	7.88595E-06	7.25507E-06	7.89E-06	1.29E-08	1.20714E-08	340.3856419	440.7762994	0.731080012	14599.87
Los Angeles (SC)	2020	Agricultural - Forklifts	Aggregated	75	Diesel	2.1619E-06	2.6159E-06	3.11313E-06	1.15116E-05	1.74997E-05	0.000236946	1.29415E-06	1.19061E-06	1.29E-06	2.14E-09	1.9469E-09	54.89782387	36.22594039	0.043057307	2354.686
Los Angeles (SC)	2020	Agricultural - Forklifts	Aggregated	100	Diesel	8.54293E-07	1.03369E-06	1.23018E-06	4.57511E-06	6.73004E-06	9.4171E-05	5.46773E-07	5.03031E-07	5.47E-07	8.51E-10	7.73767E-10	21.81836571	12.07531343	0.014352436	935.8368
Los Angeles (SC)	2020	Agricultural - Hay Squeeze/Stack retriever	Aggregated	75	Diesel	1.63529E-06	1.9787E-06	2.35481E-06	6.76374E-06	1.17476E-05	0.000128664	9.89984E-07	9.10785E-07	9.9E-07	1.15E-09	1.05718E-09	29.80990923	19.38398051	0.032687811	1217.725
Los Angeles (SC)	2020	Agricultural - Hay Squeeze/Stack retriever	Aggregated	100	Diesel	1.81737E-06	2.19902E-06	2.61701E-06	7.52575E-06	1.29762E-05	0.000143159	1.13638E-06	1.04547E-06	1.14E-06	1.28E-09	1.17628E-09	33.16830762	17.48276848	0.029463783	1354.915
Los Angeles (SC)	2020	Agricultural - Hay Squeeze/Stack retriever	Aggregated	175	Diesel	3.86479E-05	4.6764E-05	5.5653E-05	0.00019209	0.000351558	0.003925153	2.04191E-05	1.87856E-05	2.04E-05	3.54E-08	3.22515E-08	909.4139493	316.3629379	0.532241435	38131.26
Los Angeles (SC)	2020	Agricultural - Hay Squeeze/Stack retriever	Aggregated	300	Diesel	9.11831E-05	0.000110332	0.000131304	0.00031492	0.000967249	0.011153983	4.21751E-05	3.88011E-05	4.22E-05	1.01E-07	9.16479E-08	2584.252586	493.9678203	0.828521482	117291.1
Los Angeles (SC)	2020	Agricultural - Hay Squeeze/Stack retriever	Aggregated	600	Diesel	2.49993E-05	3.02491E-05	3.5999E-05	0.000138886	0.000266013	0.003347279	1.13518E-05	1.04437E-05	1.14E-05	3.04E-08	2.75033E-08	775.5270154	108.6185931	0.183490853	34544.63
Los Angeles (SC)	2020	Agricultural - Nut Harvester	Aggregated	50	Diesel	6.55641E-05	7.93325E-05	9.44123E-05	0.000654291	0.000876861	0.015718984	3.45964E-05	3.18287E-05	3.46E-05	1.44E-07	1.29157E-07	3641.912265	3523.899947	8.976774037	141153.7
Los Angeles (SC)	2020	Agricultural - Nut Harvester	Aggregated	75	Diesel	3.73683E-05	4.52157E-05	5.38104E-05	0.000555828	0.000565675	0.014235355	2.75574E-05	2.53528E-05	2.76E-05	1.31E-07	1.16966E-07	3298.172077	1968.676009	4.994428417	128500.1
Los Angeles (SC)	2020	Agricultural - Nut Harvester	Aggregated	100	Diesel	8.90267E-05	0.000107722	0.000128198	0.001922685	0.001462035	0.049697921	9.64292E-05	8.87149E-05	9.64E-05	4.6E-07	4.08348E-07	11514.45061	5445.771942	9.723225621	448042.2
Los Angeles (SC)	2020	Agricultural - Nut Harvester	Aggregated	175	Diesel	9.49951E-05	0.000114944	0.000136793	0.001520586	0.001279672	0.039409026	7.07496E-05	6.50896E-05	7.07E-05	3.64E-07	3.23809E-07	9130.62912	3109.641921	6.297143754	382735.7
Los Angeles (SC)	2020	Agricultural - Nut Harvester	Aggregated	300	Diesel	7.08792E-06	8.57638E-06	1.02066E-05	4.33881E-05	0.000102351	0.003201099	4.16636E-06	3.83305E-06	4.17E-06	2.96E-08	2.63022E-08	741.6586357	161.6587692	0.331752174	32027.16
Los Angeles (SC)	2020	Agricultural - Nut Harvester	Aggregated	600	Diesel	4.98946E-05	6.03725E-05	7.18482E-05	0.000352124	0.000786549	0.027608255	3.2369E-05	2.97795E-05	3.24E-05	2.55E-07	2.26846E-07	6396.522928	846.0061346	1.985034967	274952
Los Angeles (SC)	2020	Agricultural - Other Harvesters	Aggregated	50	Diesel	3.45884E-05	4.1852E-05	4.98074E-05	0.000193662	0.000189544	0.002929256	1.18128E-05	1.08677E-05	1.18E-05	2.62E-08	2.40686E-08	678.675852	688.4050193	0.546233959	26241.05
Los Angeles (SC)	2020	Agricultural - Other Harvesters	Aggregated	75	Diesel	4.01461E-05	4.85768E-05	5.78104E-05	0.000339266	0.000364054	0.007514375	2.50532E-05	2.30489E-05	2.51E-05	6.87E-08	6.17427E-08	1740.996343	1007.810767	0.718073965	67971.02
Los Angeles (SC)	2020	Agricultural - Other Harvesters	Aggregated	100	Diesel	0.0001466	0.000177386	0.000211104	0.001158396	0.001226502	0.025390101	0.00010526	9.68395E-05	0.000105	2.32E-07	2.08621E-07	5882.601532	2654.966124	2.140683166	227486.5
Los Angeles (SC)	2020	Agricultural - Other Harvesters	Aggregated	175	Diesel	0.00010313	0.000124787	0.000148507	0.000734723	0.001004408	0.016834433	5.86853E-05	5.39905E-05	5.87E-05	1.54E-07	1.38322E-07	3900.349158	1285.280614	1.895145759	170696.4
Los Angeles (SC)	2020	Agricultural - Other Harvesters	Aggregated	300	Diesel	8.65307E-05	0.000104702	0.000124604	0.000330485	0.000995544	0.01694791	4.0707E-05	3.74504E-05	4.07E-05	1.55E-07	1.39254E-07	3926.640513	781.9331318	1.174767509	166873.3
Los Angeles (SC)	2020	Agricultural - Other Harvesters	Aggregated	600	Diesel	2.28251E-05	2.76183E-05	3.28681E-05	0.000124439	0.000258088	0.004242528	1.07311E-05	9.87264E-06	1.07E-05	3.88E-08	3.48592E-08	982.9461457	110.2359898	0.183461603	42429.24
Los Angeles (SC)	2020	Agricultural - Others	Aggregated	50	Diesel	2.3406E-05	2.83213E-05	3.37047E-05	9.15081E-05	9.05485E-05	0.001361464	7.00664E-06	6.44611E-06	7.01E-06	1.2E-08	1.11866E-08	315.4359591	300.660642	0.572829152	13529.73
Los Angeles (SC)	2020	Agricultural - Others	Aggregated	75	Diesel	4.33892E-06	5.25009E-06	6.24805E-06	2.55893E-05	3.74508E-05	0.000561362	2.69706E-06	2.48129E-06	2.7E-06	5.09E-09	4.61249E-09	130.0612049	85.82470379	0.17383289	5578.606
Los Angeles (SC)	2020	Agricultural - Others	Aggregated	100	Diesel	1.7829E-05	2.15731E-05	2.56738E-05	0.000105407	0.00014998	0.002308763	1.18799E-05	1.09295E-05	1.19E-05	2.1E-08	1.89702E-08	534.9145312	263.5117827	0.52867487	22943.64
Los Angeles (SC)	2020	Agricultural - Others	Aggregated	175	Diesel	4.95024E-05	5.98979E-05	7.12834E-05	0.000343893	0.000507446	0.007929058	2.81934E-05	2.5938E-05	2.82E-05	7.23E-08	6.515E-08	1837.073846	687.0591379	1.391211577	87598.89
Los Angeles (SC)	2020	Agricultural - Others	Aggregated	300	Diesel	5.51666E-05	6.67515E-05	7.94399E-05	0.000220081	0.000649244	0.010384905	2.74103E-05	2.52174E-05	2.74E-05	9.5E-08	8.53287E-08	2406.065858	527.023531	1.057349724	114730.7
Los Angeles (SC)	2020	Agricultural - Others	Aggregated	600	Diesel	0.000254321	0.000307729	0.000366223	0.001540546	0.003043956	0.05254265	0.000126124	0.000116035	0.000126	4.81E-07	4.31723E-07	12173.54248	1553.674306	3.146875661	580482.2
Los Angeles (SC)	2020	Agricultural - Sprayers/Spray rigs	Aggregated	50	Diesel	5.81623E-05	7.03764E-05	8.37538E-05	0.000220674	0.0002179	0.003269321	1.71432E-05	1.57717E-05	1.71E-05	2.87E-08	2.68627E-08	757.464873	820.0476453	1.463987982	30803.95
Los Angeles (SC)	2020	Agricultural - Sprayers/Spray rigs	Aggregated	75	Diesel	1.22811E-05	1.48601E-05	1.76847E-05	6.9576E-05	0.000104761	0.001508327	7.55258E-06	6.94837E-06	7.55E-06	1.37E-08	1.23933E-08	349.4625267	236.4393186	0.42359315	14272.95
Los Angeles (SC)	2020	Agricultural - Sprayers/Spray rigs	Aggregated	100	Diesel	4.05275E-05	4.90383E-05	5.83597E-05	0.000230451	0.000337051	0.00499047	2.65965E-05	2.44688E-05	2.66E-05	4.52E-08	4.10048E-08	1156.235915	537.561553	0.956339692	47560.41
Los Angeles (SC)	2020	Agricultural - Sprayers/Spray rigs	Aggregated	175	Diesel	5.21168E-05	6.30613E-05	7.50482E-05	0.000353225	0.000534669	0.008043419	2.95105E-05	2.71497E-05	2.95E-05	7.33E-08	6.60896E-08	1863.569947	693.9808111	1.24058376	82761.06
Los Angeles (SC)	2020	Agricultural - Sprayers/Spray rigs	Aggregated	300	Diesel	2.18917E-05	2.64889E-05	3.1524E-05	8.82765E-05	0.000255863	0.003945892	1.09609E-05	1.0084E-05	1.1E-05	3.61E-08	3.24219E-08	914.2188537	187.8356467	0.338069267	41149.07
Los Angeles (SC)	2020	Agricultural - Sprayers/Spray rigs	Aggregated	600	Diesel	1.33441E-06	1.61464E-06	1.92155E-06	8.57997E-06	1.58967E-05	0.000263308	6.6475E-07	6.1157E-07	6.65E-07	2.41E-09	2.1635E-09	61.00548721	8.395327184	0.015299294	2770.458
Los Angeles (SC)	2020	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	50	Diesel	1.15732E-05	1.40036E-05	1.66654E-05	7.4703E-05	8.85195E-05	0.001485845	4.63447E-06	4.26371E-06	4.63E-06	1.35E-08	1.22086E-08	344.2535897	283.2147649	0.645925246	12540.21
Los Angeles (SC)	2020	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	75	Diesel	2.55222E-05	3.08819E-05	3.6752E-05	0.000276529	0.00030242	0.006765757	1.74996E-05	1.60996E-05	1.75E-05	6.22E-08	5.55916E-08	1567.550086	871.4645012	1.879658685	56113.09
Los Angeles (SC)	2020	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	100	Diesel	5.27674E-05	6.38486E-05	7.59851E-05	0.000578407	0.000584623	0.014138921	4.29614E-05	3.95245E-05	4.3E-05	1.3E-07	1.16174E-07	3275.829306	1385.906195	2.999604346	118752.8
Los Angeles (SC)	2020	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	175	Diesel	2.81821E-05	3.41004E-05	4.05823E-05	0.000364867	0.000345068	0.009282146	1.92047E-05	1.76683E-05	1.92E-05	8.55E-08	7.62678E-08	2150.569151	699.960984	1.454494174	82903.78
Los Angeles (SC)	2020	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	300	Diesel	1.30476E-05	1.57877E-05	1.87886E-05	6.99769E-05	0.000180438	0.004980427	7.0824E-06	6.51581E-06	7.08E-06	4.6E-08	4.09222E-08	1153.909061	222.0280169	0.458054316	45641.62
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	50	Diesel	0.000265078	0.000320745	0.000381713	0.001119665	0.000973218	0.097277397	0.000102374	9.41843E-05	0.000102	8.91E-07	7.93965E-07	3156.058015	2376.034742	7.577582702	102500
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	75	Diesel	3.88739E-06	4.70374E-06	5.59784E-06	0.000101526	8.77935E-05	0.016277017	5.93017E-06	5.45576E-06	5.93E-06	1.5E-07	1.32851E-07	528.089904	331.6422246	1.01034436	19069.43
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	100	Diesel	0.000734556	0.000888813	0.001057761	0.006202728	0.008089746	0.899307815	0.000555435	0.000511	0.000555	8.29E-06	7.34003E-06	29177.05164	11993.65926	36.87756915	1053618
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	175	Diesel	0.001519476	0.001838566	0.002188045	0.017384653	0.019933813	2.87643962	0.001234112	0.001135383	0.001234	2.65E-05	2.34771E-05	93322.91564	25645.52964	78.8068601	3369819
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	300	Diesel	0.000531876	0.00064357	0.000765901	0.003222478	0.01001961	1.489559402	0.000301753	0.000277613	0.000302	1.38E-05	1.21576E-05	48327.11435	7793.592279	23.74309247	1745101
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Narrow Body	Aggregated	750	Diesel	0.000117854	0.000142603	0.00016971	0.000588097	0.001618308	0.099077497	7.34864E-05	6.76075E-05	7.35E-05	9.12E-07	8.08657E-07	3214.460285	165.8211123	0.50517218	116074.8
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	50	Diesel	5.42477E-06	6.56398E-06	7.81167E-06	0.000125059	0.000104555	0.021129929	4.07258E-07	3.74677E-07	4.07E-07	1.95E-07	1.7246E-07	685.5372625	458.32676	1.151458919	22228.85
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	75	Diesel	5.08051E-05	6.14742E-05	7.31594E-05	0.000311925	0.000534348	0.037229379	3.74892E-05	3.44901E-05	3.75E-05	3.43E-07	3.03861E-07	1207.866215	687.4901401	1.727188378	43541.04
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	100	Diesel	7.68095E-05	9.29395E-05	0.000110606	0.000704096	0.001082489	0.101107157	6.85715E-05	6.30858E-05	6.86E-05	9.32E-07	8.25223E-07	3280.310352	1374.98028	3.454376756	118248.3
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	175	Diesel	0.000289854	0.000350723	0.000417389	0.002314178	0.003671406	0.381111279	0.000212378	0.000195388	0.000212	3.51E-06	3.11058E-06	12364.73572	2979.12394	7.48448297	445722.8
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	300	Diesel	0.000937812	0.001134753	0.00135045	0.006976446	0.01498827	3.495635285	0.000490649	0.000451397	0.000491	3.23E-05	2.85309E-05	113412.0371	16854.49572	42.60397998	4088278
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	600	Diesel	0.000712326	0.000861914	0.001025749	0.004345013	0.013876395	1.556378416	0.000428985	0.000394666	0.000429	1.44E-05	1.2703E-05	50494.98367	4834.405551	12.6660481	1820279
Los Angeles (SC)	2020	AirGrSupp - A/C Tug Wide Body	Aggregated	750	Diesel	7.52213E-05	9.10178E-05	0.000108319	0.000272215	0.001715686	0.135232796	4.35367E-05	4.00537E-05	4.35E-05	1.25E-06	1.10375E-06	4387.479136	251.1379507	1.151458919	158216.9
Los Angeles (SC)	2020	AirGrSupp - Baggage Tug	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020	AirGrSupp - Baggage Tug	Aggregated	50	Diesel	0.000765242	0.000925943	0.001101949	0.003047447	0.002288455	0.213477028	0.000291399	0.000268087	0.000291	1.95E-06	1.74237E-06	6926.027066	7269.32539	10.1463955	328147
Los Angeles (SC)	2020	AirGrSupp - Baggage Tug	Aggregated	75	Diesel	0.001186222	0.001435328	0.001708159	0.009100256	0.011818631	1.216921808	0.001060807	0.000975943	0.001061	1.12E-05	9.93235E-06	39481.68788	33405.64549	45.78886175	2069442
Los Angeles (SC)	2020	AirGrSupp - Baggage Tug	Aggregated	100	Diesel	0.00145135	0.001756133	0.002089943	0.013928877	0.016998394	1.847366703	0.000921715	0.000847978	0.000922	1.7E-05	1.5078E-05	59935.77818	34904.50764	48.39050162	3144308
Los Angeles (SC)	2020	AirGrSupp - Baggage Tug	Aggregated	175	Diesel	2.01276E-05	2.43544E-05	2.89837E-05	9.39795E-05	0.000220928	0.013951685	1.50333E-05	1.38307E-05	1.5E-05	1.28E-07	1.13872E-07	452.6470682	189.8048039	0.260163987	23725.6
Los Angeles (SC)	2020	AirGrSupp - Baggage Tug	Aggregated	300	Diesel	5.45267E-05	6.59773E-05	7.85184E-05	0.000184398	0.001152793	0.080361708	2.98932E-05	2.75018E-05	2.99E-05	7.41E-07	6.55901E-07	2607.247113	759.2192157	1.040655949	136659.5
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	25	Diesel	4.35045E-06	5.26404E-06	6.26464E-06	3.44642E-05	3.26423E-05	0.004608879	2.2261E-06	2.04801E-06	2.23E-06	4.25E-08	3.7617E-08	149.5299928	310.130447	0.607665597	7753.261
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	50	Diesel	0.000286668	0.000346869	0.000412803	0.001391468	0.001113723	0.132459173	0.000103842	9.55346E-05	0.000104	1.22E-06	1.08111E-06	4297.491994	4807.021929	9.418816757	222828.7
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	75	Diesel	0.000643815	0.000779016	0.000927094	0.005272507	0.007314187	0.741505546	0.000538678	0.000495583	0.000539	6.84E-06	6.05207E-06	24057.3308	22484.45741	44.0557558	1386748
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	100	Diesel	0.000627351	0.000759095	0.000903385	0.005657223	0.006660348	0.795589865	0.000579491	0.000533132	0.000579	7.34E-06	6.4935E-06	25812.03699	17344.77419	34.33310624	1487906
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	175	Diesel	5.14909E-05	6.2304E-05	7.41469E-05	0.000327581	0.000583592	0.049628457	2.72879E-05	2.51049E-05	2.73E-05	4.57E-07	4.05061E-07	1610.140636	686.5280836	1.519163993	92820.45
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	300	Diesel	9.31691E-06	1.12735E-05	1.34163E-05	8.15149E-05	0.000119628	0.043696011	5.30862E-06	4.88393E-06	5.31E-06	4.04E-07	3.56641E-07	1417.66894	310.130447	0.607665597	81719.37
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	600	Diesel	1.35784E-05	1.64299E-05	1.9553E-05	7.426E-05	0.000180071	0.037726157	8.36785E-06	7.69842E-06	8.37E-06	3.48E-07	3.07916E-07	1223.98362	155.0652235	0.303832799	70554.68
Los Angeles (SC)	2020	AirGrSupp - Belt Loader	Aggregated	750	Diesel	3.85203E-05	4.66096E-05	5.54693E-05	0.000594338	0.000514233	0.022125226	2.61629E-05	2.40699E-05	2.62E-05	2.03E-07	1.80583E-07	717.8285964	66.26718954	0.303832799	41416.99
Los Angeles (SC)	2020	AirGrSupp - Bobtail	Aggregated	25	Diesel	1.44891E-06	1.75318E-06	2.08642E-06	3.01173E-05	3.92595E-05	0.004693775	1.4E-06	1.288E-06	1.4E-06	4.34E-08	3.831E-08	152.2843501	287.1903053	0.625538115	7179.758
Los Angeles (SC)	2020	AirGrSupp - Bobtail	Aggregated	50	Diesel	2.06515E-05	2.49883E-05	2.97382E-05	0.000190775	0.000167285	0.029615027	6.2208E-06	5.72314E-06	6.22E-06	2.73E-07	2.41714E-07	960.8269227	998.0033648	2.502152459	45305.12
Los Angeles (SC)	2020	AirGrSupp - Bobtail	Aggregated	75	Diesel	6.15631E-06	7.44914E-06	8.86509E-06	8.54151E-05	0.000122976	0.012497405	6.65032E-06	6.11829E-06	6.65E-06	1.15E-07	1.02002E-07	405.4645471	287.1903053	0.625538115	21252.08
Los Angeles (SC)	2020	AirGrSupp - Bobtail	Aggregated	100	Diesel	1.5021E-05	1.81754E-05	2.16302E-05	0.000366738	0.000286585	0.057589394	1.29306E-05	1.18962E-05	1.29E-05	5.32E-07	4.70037E-07	1868.424467	1148.761221	2.502152459	97931.89
Los Angeles (SC)	2020	AirGrSupp - Bobtail	Aggregated	175	Diesel	4.94899E-05	5.98827E-05	7.12654E-05	0.000583234	0.000562234	0.09195902	3.56956E-05	3.284E-05	3.57E-05	8.49E-07	7.50557E-07	2983.509133	1285.19367	3.127690574	156391.8
Los Angeles (SC)	2020	AirGrSupp - Bobtail	Aggregated	300	Diesel	0.00021339	0.000258202	0.000307282	0.001363186	0.003071258	0.502858103	0.0001212	0.000111504	0.000121	4.64E-06	4.10426E-06	16314.67735	4157.096723	9.383071721	855141.5
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	25	Diesel	3.87113E-05	4.68407E-05	5.57442E-05	0.000195583	0.000172629	0.019649249	1.71009E-05	1.57328E-05	1.71E-05	1.81E-07	1.60375E-07	637.4982497	1324.239338	2.785133987	33105.98
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	50	Diesel	7.08705E-05	8.57533E-05	0.000102054	0.00042207	0.000382513	0.04384922	2.83441E-05	2.60766E-05	2.83E-05	4.03E-07	3.57891E-07	1422.639639	1975.42492	4.456214379	73875.55
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	100	Diesel	0.00066715	0.000807251	0.000960695	0.013183113	0.01076606	2.052132349	0.000467452	0.000430056	0.000467	1.9E-05	1.67492E-05	66579.17404	44649.94875	96.92266275	3842385
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	175	Diesel	0.000511462	0.00061887	0.000736506	0.016249476	0.007467287	2.889145404	0.000240103	0.000220895	0.00024	2.67E-05	2.35808E-05	93735.14082	40643.21358	85.7821268	5411571
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	300	Diesel	7.91056E-05	9.57178E-05	0.000113912	0.00062127	0.001251863	0.322121536	3.81205E-05	3.50709E-05	3.81E-05	2.98E-06	2.62911E-06	10450.87848	2769.968523	6.127294772	604203
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	600	Diesel	1.93505E-05	2.34141E-05	2.78647E-05	0.000410783	0.000113646	0.231326372	3.86834E-06	3.55887E-06	3.87E-06	2.14E-06	1.88805E-06	7505.129394	1324.239338	2.785133987	433291.1
Los Angeles (SC)	2020	AirGrSupp - Cargo Loader	Aggregated	750	Diesel	5.49039E-05	6.64337E-05	7.90616E-05	0.000550399	0.000567866	0.29467247	2.50142E-05	2.30131E-05	2.5E-05	2.72E-06	2.40508E-06	9560.323751	794.5436026	1.671080392	551943
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	25	Diesel	0.000136786	0.000165511	0.000196972	0.000575342	0.000417228	0.048632573	4.63786E-05	4.26683E-05	4.64E-05	4.46E-07	3.96933E-07	1577.830259	3035.055411	4.417658827	75876.39
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	50	Diesel	0.00012449	0.000150633	0.000179266	0.000708395	0.000580877	0.07139385	4.89746E-05	4.50567E-05	4.9E-05	6.56E-07	5.82707E-07	2316.294845	2813.448191	5.301190592	111376.9
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	75	Diesel	0.002364288	0.002860789	0.003404575	0.015655215	0.021687447	2.082519911	0.001990262	0.001831041	0.00199	1.92E-05	1.69972E-05	67565.06501	56726.6309	84.37728359	3613610
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	100	Diesel	0.00081733	0.00098897	0.001176956	0.003727908	0.006880791	0.439943414	0.000738628	0.000679538	0.000739	4.04E-06	3.59076E-06	14273.47956	8883.559014	14.13650825	752781.1
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	175	Diesel	0.000262454	0.000317569	0.000377934	0.00324068	0.003112936	0.536544915	0.000177371	0.000163182	0.000177	4.95E-06	4.37921E-06	17407.60886	6469.967329	9.718849419	928346.4
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	300	Diesel	0.000513186	0.000620955	0.000738988	0.002516081	0.008483267	0.836282365	0.000302298	0.000278114	0.000302	7.72E-06	6.82562E-06	27132.26033	6566.318295	10.1606153	1450501
Los Angeles (SC)	2020	AirGrSupp - Cargo Tractor	Aggregated	600	Diesel	0.000247812	0.000299852	0.000356849	0.001509009	0.003225869	0.76029637	0.000104243	9.59034E-05	0.000104	7.02E-06	6.20544E-06	24666.97842	3338.560953	4.859424709	1318732
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	25	Diesel	5.75286E-06	6.96096E-06	8.28412E-06	2.83576E-05	2.4302E-05	0.003243827	2.05368E-06	1.88939E-06	2.05E-06	2.98E-08	2.64757E-08	105.2423786	363.7876936	0.934428089	9094.692
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	50	Diesel	0.000153147	0.000185308	0.000220531	0.00073424	0.000656287	0.071098336	6.33129E-05	5.82479E-05	6.33E-05	6.53E-07	5.80295E-07	2306.707222	5114.936493	13.54920729	199343.4
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	75	Diesel	7.36651E-05	8.91348E-05	0.000106078	0.000319741	0.000714044	0.033551687	5.51775E-05	5.07633E-05	5.52E-05	3.08E-07	2.73844E-07	1088.547526	1578.960872	4.672140444	104757.1
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	100	Diesel	0.000719057	0.000870059	0.001035442	0.00572862	0.007671304	0.817043393	0.000612564	0.000563559	0.000613	7.53E-06	6.6686E-06	26508.07309	29096.3919	78.02474541	2543223
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	175	Diesel	0.000356783	0.000431708	0.000513768	0.003230339	0.004775272	0.51271255	0.000249292	0.000229349	0.000249	4.73E-06	4.18469E-06	16634.39405	12514.50046	33.17219715	1598415
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	300	Diesel	0.000187064	0.000226347	0.000269372	0.001313197	0.003313757	0.387974096	0.000103783	9.54803E-05	0.000104	3.58E-06	3.16659E-06	12587.39226	5114.936493	13.54920729	1209319
Los Angeles (SC)	2020	AirGrSupp - Forklift	Aggregated	600	Diesel	3.65007E-05	4.41658E-05	5.2561E-05	0.000131097	0.000824807	0.064309497	2.12797E-05	1.95774E-05	2.13E-05	5.93E-07	5.24885E-07	2086.450791	545.6815404	1.401642133	200447
Los Angeles (SC)	2020	AirGrSupp - Lift	Aggregated	25	Diesel	2.01687E-06	2.44041E-06	2.90429E-06	4.0595E-05	5.18269E-05	0.006149657	1.81783E-06	1.6724E-06	1.82E-06	5.68E-08	5.01927E-08	199.5188526	413.7330819	0.998395809	10343.33
Los Angeles (SC)	2020	AirGrSupp - Lift	Aggregated	50	Diesel	8.90703E-05	0.000107775	0.000128261	0.000989435	0.00101063	0.146204447	4.61039E-05	4.24156E-05	4.61E-05	1.35E-06	1.1933E-06	4743.442258	5487.407192	13.47834342	245909.9
Los Angeles (SC)	2020	AirGrSupp - Lift	Aggregated	75	Diesel	1.41051E-05	1.70671E-05	2.03113E-05	0.00043771	0.00027638	0.070805464	7.771E-06	7.14932E-06	7.77E-06	6.54E-07	5.77905E-07	2297.2053	1861.798869	4.49278114	132394.6
Los Angeles (SC)	2020	AirGrSupp - Lift	Aggregated	100	Diesel	0.000526217	0.000636722	0.000757752	0.00622548	0.006196069	0.942348227	0.000426535	0.000392412	0.000427	8.7E-06	7.69132E-06	30573.45041	20904.40835	50.91818625	1760629
Los Angeles (SC)	2020	AirGrSupp - Lift	Aggregated	175	Diesel	9.71059E-05	0.000117498	0.000139832	0.001311434	0.000996819	0.218279969	7.25293E-05	6.6727E-05	7.25E-05	2.02E-06	1.78157E-06	7081.853212	3309.864656	7.98716647	408147.7
Los Angeles (SC)	2020	AirGrSupp - Lift	Aggregated	300	Diesel	0.00010569	0.000127884	0.000152193	0.001236648	0.001565402	0.433652228	4.60837E-05	4.2397E-05	4.61E-05	4.01E-06	3.53941E-06	14069.36894	3625.608323	8.985562279	810895.1
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	25	Diesel	4.45214E-06	5.38709E-06	6.41109E-06	9.45584E-05	7.54347E-05	0.01500555	3.10506E-07	2.85666E-07	3.11E-07	1.39E-07	1.22473E-07	486.8385309	1009.687419	2.090014582	25242.19
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	50	Diesel	0.002129569	0.002576778	0.003066579	0.014754734	0.01378967	1.795697719	0.000941948	0.000866593	0.000942	1.65E-05	1.46562E-05	58259.4349	87646.7939	186.0112978	3020061
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	75	Diesel	0.000566668	0.000685669	0.000816002	0.007741022	0.008574791	1.152908353	0.00049575	0.00045609	0.000496	1.06E-05	9.40988E-06	37404.84181	31707.14792	67.92547391	2156135
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	100	Diesel	0.000469848	0.000568516	0.000676581	0.007163019	0.005490644	1.108988243	0.000345431	0.000317797	0.000345	1.02E-05	9.05141E-06	35979.9022	23450.73105	49.11534267	2069803
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	175	Diesel	0.001015997	0.001229356	0.001463035	0.018500344	0.012702825	3.273120165	0.00060458	0.000556214	0.000605	3.02E-05	2.67148E-05	106192.7791	38042.19573	80.4655614	6121228
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	300	Diesel	0.001029184	0.001245313	0.001482025	0.007465328	0.016430494	3.489190159	0.000531892	0.000489341	0.000532	3.22E-05	2.84783E-05	113202.9321	28955.00896	61.65543016	6525336
Los Angeles (SC)	2020	AirGrSupp - Other GSE	Aggregated	600	Diesel	0.000658802	0.00079715	0.000948674	0.005180712	0.01020023	2.176453763	0.000364187	0.000335052	0.000364	2.01E-05	1.77639E-05	70612.6454	11334.48202	24.03516769	4070302
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	50	Diesel	1.09345E-05	1.32308E-05	1.57457E-05	9.97067E-05	0.000126711	0.018227478	6.6981E-06	6.16225E-06	6.7E-06	1.68E-07	1.4877E-07	591.370457	604.8380303	10.77506588	26149.04
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	75	Diesel	2.23888E-06	2.70905E-06	3.22399E-06	0.000113101	6.90463E-05	0.019476811	7.97028E-07	7.33266E-07	7.97E-07	1.8E-07	1.58967E-07	631.9036732	567.7314027	15.31193572	31204.2
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	100	Diesel	2.72152E-06	3.29304E-06	3.91899E-06	1.23135E-05	3.08942E-05	0.001312454	1.63582E-06	1.50495E-06	1.64E-06	1.21E-08	1.07121E-08	42.58111005	21.02708899	0.56710873	2102.709
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	175	Diesel	5.6025E-06	6.77903E-06	8.0676E-06	5.32591E-05	8.77535E-05	0.008576579	5.27971E-06	4.85733E-06	5.28E-06	7.91E-08	7.00009E-08	278.257648	123.6887588	0.56710873	13605.76
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	300	Diesel	1.96115E-06	2.37299E-06	2.82405E-06	1.25951E-05	4.91043E-05	0.007152872	8.9596E-07	8.24283E-07	8.96E-07	6.61E-08	5.83808E-08	232.0670498	42.05417798	1.134217461	11459.76
Los Angeles (SC)	2020	AirGrSupp - Passenger Stand	Aggregated	600	Diesel	5.74208E-07	6.94792E-07	8.2686E-07	1.41151E-05	3.9228E-06	0.008071589	1.31147E-07	1.20655E-07	1.31E-07	7.46E-08	6.58792E-08	261.8738268	42.05417798	1.134217461	12931.66
Los Angeles (SC)	2020	CHC - AE Barge and Dredge	Aggregated		Diesel	0.003861079	0.004671906	0.005559954	0.045592649	0.120691348	3.368749467	0.003121027	0.002871345	0.003121	3.1E-05	0.000195041	775301.1635	0	0	0
Los Angeles (SC)	2020	CHC - AE Charter Fishing	Aggregated		Diesel	0.003079503	0.003726199	0.004434485	0.012881116	0.018223594	0.227888607	0.001015504	0.000934264	0.001016	2.01E-06	1.31941E-05	52447.44501	0	0	0
Los Angeles (SC)	2020	CHC - AE Commercial Fishing	Aggregated		Diesel	0.002141434	0.002591136	0.003083665	0.009958938	0.019756613	0.174173987	0.001093312	0.001005847	0.001093	1.55E-06	1.00842E-05	40085.28854	0	0	0
Los Angeles (SC)	2020	CHC - AE Crew and Supply	Aggregated		Diesel	0.000702167	0.000849622	0.00101112	0.002618894	0.003299311	0.055169409	0.000126663	0.00011653	0.000127	4.89E-07	3.19416E-06	12696.96885	0	0	0
Los Angeles (SC)	2020	CHC - AE Ferry and Excursion	Aggregated		Diesel	0.009232569	0.011171408	0.013294899	0.053089875	0.063789974	1.103850447	0.002215202	0.002037986	0.002215	9.93E-06	6.39099E-05	254045.7651	0	0	0
Los Angeles (SC)	2020	CHC - AE Others	Aggregated		Diesel	0.000346599	0.000419385	0.000499103	0.0014585	0.002182881	0.024671236	0.000124496	0.000114536	0.000124	2.18E-07	1.4284E-06	5677.963862	0	0	0
Los Angeles (SC)	2020	CHC - AE Pilot Vessels	Aggregated		Diesel	6.06874E-05	7.34318E-05	8.73899E-05	0.000200381	0.000216433	0.003065196	1.38692E-05	1.27597E-05	1.39E-05	2.65E-08	1.77466E-07	705.4398136	0	0	0
Los Angeles (SC)	2020	CHC - AE Tow Boats	Aggregated		Diesel	8.82438E-05	0.000106775	0.000127071	0.000515308	0.000666879	0.010934494	2.53966E-05	2.33648E-05	2.54E-05	9.84E-08	6.33077E-07	2516.520138	0	0	0
Los Angeles (SC)	2020	CHC - AE Tug Boats	Aggregated		Diesel	0.002710555	0.003279772	0.003903199	0.016290018	0.02027016	0.345643942	0.000713169	0.000656116	0.000713	3.11E-06	2.00118E-05	79548.25763	0	0	0
Los Angeles (SC)	2020	CHC - AE Work Boats	Aggregated		Diesel	0.000328915	0.000397987	0.000473638	0.001922033	0.003171824	0.036449545	0.000126903	0.000116751	0.000127	3.27E-07	2.11033E-06	8388.684032	0	0	0
Los Angeles (SC)	2020	CHC - ME Barge and Dredge	Aggregated		Diesel	0.000564993	0.000683641	0.000813589	0.005230094	0.021357279	0.402727469	0.000577572	0.000531366	0.000578	3.71E-06	2.33168E-05	92685.75121	0	0	0
Los Angeles (SC)	2020	CHC - ME Charter Fishing	Aggregated		Diesel	0.025957823	0.031408965	0.037379265	0.15821675	0.366433633	3.818322389	0.015604194	0.014355858	0.015604	3.45E-05	0.00022107	878768.166	0	0	0
Los Angeles (SC)	2020	CHC - ME Commercial Fishing	Aggregated		Diesel	0.00605971	0.007332249	0.008725982	0.028162884	0.109976729	0.683382066	0.004776697	0.004394561	0.004777	6.14E-06	3.9566E-05	157277.0301	0	0	0
Los Angeles (SC)	2020	CHC - ME Crew and Supply	Aggregated		Diesel	0.013198296	0.015969938	0.019005546	0.095190236	0.110727035	2.070520163	0.002929923	0.002695529	0.00293	1.87E-05	0.000119877	476520.0581	0	0	0
Los Angeles (SC)	2020	CHC - ME Ferry and Excursion	Aggregated		Diesel	0.148524399	0.179714522	0.213875134	1.347965498	1.466602374	27.86717763	0.036814951	0.033869755	0.036815	0.000253	0.001613434	6413494.221	0	0	0
Los Angeles (SC)	2020	CHC - ME Others	Aggregated		Diesel	0.005961672	0.007213623	0.008584807	0.032732004	0.089703041	0.810424761	0.004059856	0.003735068	0.00406	7.31E-06	4.69214E-05	186515.283	0	0	0
Los Angeles (SC)	2020	CHC - ME Pilot Vessels	Aggregated		Diesel	0.004549833	0.005505298	0.00655176	0.028755593	0.060022348	0.725590905	0.002549371	0.002345421	0.002549	6.57E-06	4.20097E-05	166991.1873	0	0	0
Los Angeles (SC)	2020	CHC - ME Tow Boats	Aggregated		Diesel	0.000769634	0.000931257	0.001108273	0.007012391	0.007502922	0.147482545	0.00016769	0.000154275	0.000168	1.34E-06	8.53884E-06	33942.38429	0	0	0
Los Angeles (SC)	2020	CHC - ME Tug Boats	Aggregated		Diesel	0.0461886	0.055888205	0.066511583	0.415078953	0.499425431	8.605108085	0.014443694	0.013288199	0.014444	7.82E-05	0.000498212	1980423.411	0	0	0
Los Angeles (SC)	2020	CHC - ME Work Boats	Aggregated		Diesel	0.00218198	0.002640195	0.003142051	0.014028292	0.028232711	0.322304868	0.001169363	0.001075814	0.001169	2.91E-06	1.86606E-05	74176.8842	0	0	0
Los Angeles (SC)	2020	CHE - Port Construction Equipment	Aggregated	50	Diesel	0.000382232	0.000462501	0.000550414	0.003233322	0.002318376	0.306578326	4.00832E-05	3.68765E-05	4.01E-05	2.82E-06	2.50225E-06	9946.596135	6987.274471	2.137643705	314427.4
Los Angeles (SC)	2020	CHE - Port Construction Equipment	Aggregated	75	Diesel	0.001045824	0.001265447	0.001505987	0.009436534	0.010797008	1.360807071	0.000203537	0.000187254	0.000204	1.25E-05	1.11067E-05	44149.88677	20797.53443	6.517137834	1394812
Los Angeles (SC)	2020	CHE - Port Construction Equipment	Aggregated	100	Diesel	0.000798893	0.00096666	0.001150406	0.011332767	0.005453225	1.693927806	0.000109274	0.000100532	0.000109	1.56E-05	1.38256E-05	54957.62213	20600.09417	7.111819695	1728297
Los Angeles (SC)	2020	CHE - Port Construction Equipment	Aggregated	175	Diesel	0.002456132	0.00297192	0.00353683	0.030622094	0.024732261	4.57089755	0.000325039	0.000299036	0.000325	4.22E-05	3.73071E-05	148297.7371	37776.20344	12.62413848	5235910
Los Angeles (SC)	2020	CHE - Port Construction Equipment	Aggregated	300	Diesel	0.004239393	0.005129666	0.006104726	0.025364395	0.043222116	9.122816414	0.000487077	0.000448111	0.000487	8.42E-05	7.44592E-05	295979.7316	42614.42263	14.68532297	10462902
Los Angeles (SC)	2020	CHE - Port Construction Equipment	Aggregated	600	Diesel	0.015051035	0.018211752	0.02167349	0.095091939	0.151997711	38.40072446	0.001507757	0.001387136	0.001508	0.000355	0.000313422	1245869.214	115073.6339	39.42440306	43429490
Los Angeles (SC)	2020	CHE - Port Container Handling Equipment	Aggregated	175	Diesel	0.006838477	0.008274557	0.009847407	0.094827571	0.063178426	14.74991482	0.000713892	0.00065678	0.000714	0.000136	0.000120387	478544.7421	102802.4296	42.7290777	15643990
Los Angeles (SC)	2020	CHE - Port Container Handling Equipment	Aggregated	300	Diesel	0.036736821	0.044451554	0.052901023	0.241644841	0.344262087	107.4571213	0.003207136	0.002950565	0.003207	0.000992	0.000877051	3486327.956	452397.2564	188.2922731	1.14E+08
Los Angeles (SC)	2020	CHE - Port Container Handling Equipment	Aggregated	600	Diesel	0.037030556	0.044806973	0.053324001	0.243487313	0.289949582	117.2068837	0.003086034	0.002839151	0.003086	0.001083	0.000956627	3802648.26	373308.9633	152.5878199	1.25E+08
Los Angeles (SC)	2020	CHE - Port Forklift	Aggregated	50	Diesel	0.000237662	0.000287571	0.000342233	0.003030112	0.002586319	0.379890388	5.89004E-05	5.41883E-05	5.89E-05	3.51E-06	3.10061E-06	12325.12525	16793.52584	18.51976658	709732.6
Los Angeles (SC)	2020	CHE - Port Forklift	Aggregated	75	Diesel	0.000260984	0.00031579	0.000375816	0.00429845	0.004122832	0.707446616	8.07149E-05	7.42577E-05	8.07E-05	6.53E-06	5.77408E-06	22952.32633	19466.65379	21.3665644	1323342
Los Angeles (SC)	2020	CHE - Port Forklift	Aggregated	100	Diesel	0.000806101	0.000975382	0.001160786	0.023393491	0.004080578	4.017720274	0.000139983	0.000128784	0.00014	3.71E-05	3.27921E-05	130350.5096	87553.67571	98.02592631	7545130
Los Angeles (SC)	2020	CHE - Port Forklift	Aggregated	175	Diesel	0.00227042	0.002747209	0.003269405	0.055096539	0.023005809	9.477401595	0.000370213	0.000340596	0.00037	8.76E-05	7.73533E-05	307483.8573	134793.4625	146.0988578	19802529

Los Angeles (SC)	2020 CHE - Port Forklift	Aggregated	300	Diesel	0.001115697	0.001349994	0.001606604	0.010599922	0.010069069	5.274455845	0.000138596	0.000127508	0.000139	4.87E-05	4.30494E-05	171123.9111	51987.7195	58.70081633	11044993
Los Angeles (SC)	2020 CHE - Port Forklift	Aggregated	600	Diesel	0.000255455	0.0003091	0.000367855	0.003105226	0.001865388	1.653364124	3.27375E-05	3.01185E-05	3.27E-05	1.53E-05	1.34945E-05	53641.57816	10753.23352	11.99778219	3466451
Los Angeles (SC)	2020 CHE - Port Other General Industrial Equipment	Aggregated	50	Diesel	0.00143818	0.001740197	0.002070979	0.011511738	0.008660097	1.135431353	0.000169171	0.000155637	0.000169	1.05E-05	9.26724E-06	36837.81981	27468.70449	12.95759239	1253612
Los Angeles (SC)	2020 CHE - Port Other General Industrial Equipment	Aggregated	75	Diesel	0.000636299	0.000769922	0.000916271	0.006296195	0.007029782	0.948718007	0.000139465	0.000128308	0.000139	8.75E-06	7.74331E-06	30780.11091	16450.98832	8.570399459	1040807
Los Angeles (SC)	2020 CHE - Port Other General Industrial Equipment	Aggregated	100	Diesel	0.001291298	0.001562471	0.00185947	0.016030167	0.008673584	2.442022167	0.000186973	0.000172016	0.000187	2.25E-05	1.99315E-05	79228.71979	32498.27114	16.14832853	2711441
Los Angeles (SC)	2020 CHE - Port Other General Industrial Equipment	Aggregated	175	Diesel	0.002514378	0.003042397	0.003620704	0.030824888	0.026465552	4.8153459	0.000389773	0.000358591	0.00039	4.44E-05	3.93022E-05	156228.5946	43867.41435	23.18153844	5830293
Los Angeles (SC)	2020 CHE - Port Other General Industrial Equipment	Aggregated	300	Diesel	0.001705093	0.002063162	0.002455333	0.010577765	0.017828435	4.078639723	0.00020224	0.00018606	0.000202	3.77E-05	3.32893E-05	132326.974	22695.63165	11.36934898	5143247
Los Angeles (SC)	2020 CHE - Port Other General Industrial Equipment	Aggregated	600	Diesel	0.003256584	0.003940467	0.004689481	0.034677715	0.035314916	5.600100652	0.000460603	0.000423755	0.000461	5.17E-05	4.57073E-05	181689.0982	14716.90516	6.711070055	6835693
Los Angeles (SC)	2020 CHE - Port RTG Crane	Aggregated	300	Diesel	0.000824391	0.000997514	0.001187124	0.005462142	0.007439244	1.890565715	9.06638E-05	8.34107E-05	9.07E-05	1.75E-05	1.54305E-05	61337.32255	25863.78462	14.57414288	5926605
Los Angeles (SC)	2020 CHE - Port RTG Crane	Aggregated	600	Diesel	0.009947491	0.012036464	0.014324387	0.063259755	0.083990686	29.75420811	0.000843358	0.00077589	0.000843	0.000275	0.00024285	965342.5137	187665.254	100.2457687	93363825
Los Angeles (SC)	2020 CHE - Port RTG Crane	Aggregated	750	Diesel	0.010727497	0.012980272	0.015447596	0.068537161	0.087383726	33.11401112	0.000885937	0.000815062	0.000886	0.000306	0.000270272	1074347.622	157943.1752	83.54059555	1.04E+08
Los Angeles (SC)	2020 CHE - Port RTG Crane	Aggregated	9999	Diesel	0.006863077	0.008304323	0.009882831	0.036006818	0.1051836	17.37805846	0.001454328	0.001337981	0.001454	0.00016	0.000141837	563811.9682	56788.70127	30.73574956	54488759
Los Angeles (SC)	2020 CHE - Port Yard Tractor	Aggregated	175	Diesel	0.023464403	0.028391928	0.03378874	1.64407593	0.148423989	260.4102495	0.005115643	0.004706391	0.005116	0.002407	0.002125433	8448723.753	2417301.641	1035.044741	4.19E+08
Los Angeles (SC)	2020 CHE - Port Yard Tractor	Aggregated	300	Diesel	0.020065579	0.02427935	0.028894433	0.524683785	0.101963516	241.3379976	0.003558281	0.003273618	0.003558	0.002231	0.001969768	7829945.547	1762278.112	710.59363	3.88E+08
Los Angeles (SC)	2020 CHE - Port Yard Tractor	Aggregated	600	Diesel	0.000156449	0.000189304	0.000225287	0.003970638	0.001083388	1.950405561	2.84268E-05	2.61526E-05	2.84E-05	1.8E-05	1.59189E-05	63278.76045	9800.449585	4.569733955	3136144
Los Angeles (SC)	2020 CHE - Rail Container Handling Equipment	Aggregated	175	Diesel	0.001752237	0.002120207	0.002523221	0.02015069	0.018001942	3.091460941	0.000235466	0.000216629	0.000235	2.85E-05	2.52321E-05	100299.0456	22402.6521	7.516969013	3298581
Los Angeles (SC)	2020 CHE - Rail Container Handling Equipment	Aggregated	300	Diesel	0.003854952	0.004664492	0.005551131	0.022338086	0.038711172	8.984053337	0.000384608	0.000353839	0.000385	8.29E-05	7.33266E-05	291477.7163	44105.68575	10.94315783	9545638
Los Angeles (SC)	2020 CHE - Rail Container Handling Equipment	Aggregated	600	Diesel	0.001061837	0.001284822	0.001529045	0.00695055	0.010779651	2.178413229	0.000134209	0.000123472	0.000134	2.01E-05	1.77799E-05	70676.21812	6634.197203	2.966227716	2298982
Los Angeles (SC)	2020 CHE - Rail Forklift	Aggregated	75	Diesel	3.81833E-05	4.62018E-05	5.49839E-05	0.000478631	0.000519165	0.075664406	1.78226E-05	1.63968E-05	1.78E-05	6.98E-07	6.17563E-07	2454.848319	2282.399054	1.768441116	142269.5
Los Angeles (SC)	2020 CHE - Rail Forklift	Aggregated	100	Diesel	0.000122727	0.0001485	0.000176727	0.002557214	0.000493975	0.396757993	1.67067E-05	1.53702E-05	1.67E-05	3.66E-06	3.23829E-06	12872.37615	8937.852565	3.745634847	735993.6
Los Angeles (SC)	2020 CHE - Rail Forklift	Aggregated	175	Diesel	0.000134978	0.000163323	0.000194368	0.003004388	0.000766246	0.460471354	1.26426E-05	1.16312E-05	1.26E-05	4.25E-06	3.75831E-06	14939.48597	6106.058555	2.208328591	949170.3
Los Angeles (SC)	2020 CHE - Rail Forklift	Aggregated	300	Diesel	3.08926E-05	3.738E-05	4.44853E-05	0.000234529	0.000323447	0.105260276	5.34823E-06	4.92037E-06	5.35E-06	9.72E-07	8.5912E-07	3415.053721	916.7853491	0.710340684	220028.5
Los Angeles (SC)	2020 CHE - Rail Other General Industrial Equipment	Aggregated	50	Diesel	0.000625947	0.000757396	0.000901364	0.004397775	0.00321071	0.386326935	8.60147E-05	7.91336E-05	8.6E-05	3.55E-06	3.15315E-06	12533.95195	9156.291078	2.531897856	427293.6
Los Angeles (SC)	2020 CHE - Rail Other General Industrial Equipment	Aggregated	175	Diesel	1.28251E-05	1.55184E-05	1.84682E-05	0.000185213	0.000179764	0.032809171	2.10488E-06	1.93649E-06	2.1E-06	3.03E-07	2.67784E-07	1064.457405	350.8026714	0.773437762	40342.31
Los Angeles (SC)	2020 CHE - Rail Other General Industrial Equipment	Aggregated	300	Diesel	0.000279873	0.000338646	0.000403017	0.001704377	0.003079394	0.625247919	3.56692E-05	3.28157E-05	3.57E-05	5.77E-06	5.10319E-06	20285.48015	3690.579835	2.743482427	844171.6
Los Angeles (SC)	2020 CHE - Rail RTG Crane	Aggregated	300	Diesel	0.008227986	0.009955864	0.0118483	0.048161032	0.081098094	19.45520303	0.000726842	0.000668695	0.000727	0.00018	0.000158791	631202.6361	228191.7315	48.69761774	60977543
Los Angeles (SC)	2020 CHE - Rail RTG Crane	Aggregated	600	Diesel	0.001178866	0.001426428	0.001697567	0.006900319	0.010059197	3.239792029	9.09225E-05	8.36487E-05	9.09E-05	2.99E-05	2.64427E-05	105111.4844	27934.09594	5.706784706	10200121
Los Angeles (SC)	2020 CHE - Rail Yard Tractor	Aggregated	175	Diesel	0.011916931	0.014419487	0.017160381	0.793206391	0.053242275	127.7861235	0.002125881	0.001955811	0.002126	0.001181	0.001042973	4145880.046	1297160.022	310.7419089	2.05E+08
Los Angeles (SC)	2020 CHE - Rail Yard Tractor	Aggregated	300	Diesel	0.005030162	0.006086497	0.007243434	0.1233887	0.023258985	59.59863409	0.000894336	0.000822789	0.000894	0.000551	0.000486436	1933612.047	479156.4752	130.2374177	95831295
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	50	Diesel	0.00020976	0.000253809	0.000302054	0.001599275	0.001647137	0.212318675	0.000104289	9.59458E-05	0.000104	1.96E-06	1.73292E-06	6888.44558	5962.689134	17.15370195	233917.3
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	75	Diesel	0.000164761	0.000199361	0.000237256	0.002438617	0.002926489	0.369873053	0.000153849	0.000141541	0.000154	3.41E-06	3.01885E-06	12000.12387	6365.102675	14.44522269	467329.7
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	100	Diesel	0.00034864	0.000421854	0.000502041	0.006019973	0.004840005	0.950532164	0.000246428	0.000226713	0.000246	8.78E-06	7.75812E-06	30838.96924	14070.37537	37.91870956	1205583
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	175	Diesel	0.000418848	0.000506807	0.000603142	0.008537407	0.005425301	1.535029121	0.000240391	0.00022116	0.00024	1.42E-05	1.25287E-05	49802.32931	12781.36303	41.34944995	1910767
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	300	Diesel	0.000495945	0.000600093	0.00071416	0.00446256	0.007605119	2.167678722	0.000220997	0.000203318	0.000221	2E-05	1.76923E-05	70327.94887	13180.15122	41.34944995	2724792
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	600	Diesel	0.000756575	0.000915456	0.001089468	0.007825381	0.010462424	4.147336499	0.000329548	0.000303184	0.00033	3.83E-05	3.385E-05	134555.7652	12482.87611	35.75192616	5228593
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	750	Diesel	0.000270979	0.000327884	0.000390209	0.00289119	0.003613652	1.565322516	0.000126553	0.000116429	0.000127	1.45E-05	1.2776E-05	50785.16514	2995.342436	6.861480778	1935006
Los Angeles (SC)	2020 ConstMin - Bore/Drill Rigs	Aggregated	9999	Diesel	0.000325072	0.000393337	0.000468104	0.002168658	0.008745479	1.147893687	0.000212287	0.000195304	0.000212	1.06E-05	9.36895E-06	37242.14648	771.5947331	1.083391702	1435469
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	25	Diesel	6.30341E-06	7.62712E-06	9.07691E-06	3.57333E-05	3.26812E-05	0.004060325	2.4524E-06	2.25621E-06	2.45E-06	3.74E-08	3.31398E-08	131.7327655	318.2136605	0.680325242	7955.342
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	50	Diesel	0.000201312	0.000243587	0.000289889	0.000853637	0.000688908	0.065791204	7.27519E-05	6.69317E-05	7.28E-05	6.02E-07	5.36979E-07	2134.523162	3095.374057	7.256802583	127624
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	75	Diesel	6.08124E-05	7.3583E-05	8.75699E-05	0.000253953	0.000555879	0.029578624	5.15983E-05	4.74704E-05	5.16E-05	2.72E-07	2.41417E-07	959.6458725	913.4097997	2.494525888	63964.23
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	100	Diesel	0.001766486	0.002137448	0.00254374	0.012177443	0.018738662	1.526906533	0.001321474	0.001215756	0.001321	1.41E-05	1.24624E-05	49538.80087	37791.28703	87.53518116	3336165
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	175	Diesel	0.00376706	0.004558142	0.005424566	0.030310588	0.047085971	4.508365843	0.00253072	0.002328262	0.002531	4.16E-05	3.67967E-05	146268.9647	66743.92405	149.2180031	9804359
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	300	Diesel	0.004771039	0.005772958	0.006870297	0.027100183	0.069286879	8.119935732	0.00283284	0.002606212	0.002833	7.49E-05	6.62738E-05	263442.3723	79542.53818	171.6687361	17685606
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	600	Diesel	0.006314653	0.00764073	0.0090931	0.061471176	0.092928984	13.48167138	0.003662376	0.003369386	0.003662	0.000124	0.000110036	437397.9805	79467.66438	165.0922588	29415515
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	750	Diesel	0.000216388	0.000261829	0.000311599	0.002130991	0.002790327	0.215979851	0.000143872	0.000132363	0.000144	1.99E-06	1.7628E-06	7007.22842	732.0431903	1.814200646	468563.9
Los Angeles (SC)	2020 ConstMin - Cranes	Aggregated	9999	Diesel	0.000905108	0.001095181	0.001303356	0.009348775	0.012527607	0.756029602	0.000597778	0.000549956	0.000598	6.96E-06	6.17061E-06	24528.54781	1755.740077	3.628401292	1647319
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	50	Diesel	0.000626091	0.00075757	0.000901571	0.002693951	0.002082373	0.212866273	0.000218161	0.000200708	0.000218	1.95E-06	1.73739E-06	6906.211807	6706.317428	20.12690317	281842.3
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	75	Diesel	0.000214529	0.00025958	0.000308922	0.000841498	0.00205573	0.070260978	0.000150722	0.000138665	0.000151	6.43E-07	5.73461E-07	2279.540038	1411.218243	6.843147078	101901.8
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	100	Diesel	0.010190674	0.012330715	0.01467457	0.070514622	0.103812019	9.339003267	0.008670666	0.007977012	0.008671	8.6E-05	7.62237E-05	302993.6759	155746.0953	338.3332423	13631517
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	175	Diesel	0.007695793	0.00931191	0.011081942	0.065127704	0.095176937	10.26106425	0.005324439	0.004898484	0.005324	9.46E-05	8.37494E-05	332908.929	100685.4601	227.8365439	15011192
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	300	Diesel	0.007154892	0.00865742	0.010303045	0.045505569	0.107431278	10.96902598	0.004310932	0.003966057	0.004311	0.000101	8.95277E-05	355877.9676	77625.75893	181.3433976	16054963
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	600	Diesel	0.015511606	0.018769044	0.022336713	0.117651692	0.227184662	37.12829899	0.008539281	0.007856138	0.008539	0.000343	0.000303036	1204586.771	141025.7375	300.8972024	54282013
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	750	Diesel	0.000470471	0.00056927	0.000677479	0.002936184	0.009028426	0.797719963	0.000264531	0.000243369	0.000265	7.36E-06	6.51088E-06	25881.14568	1884.243511	4.226649666	1169413
Los Angeles (SC)	2020 ConstMin - Crawler Tractors	Aggregated	9999	Diesel	0.001440029	0.001742435	0.002073642	0.007348082	0.028229535	2.186923287	0.000800409	0.000736377	0.0008	2.02E-05	1.78494E-05	70952.31757	3263.807002	6.038070951	3192826
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	25	Diesel	5.88827E-06	7.12481E-06	8.47911E-06	2.00078E-05	1.35902E-05	0.00105278	1.89406E-06	1.74254E-06	1.89E-06	9.56E-09	8.59265E-09	34.15629505	62.31134621	0.201671495	1557.784
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	50	Diesel	0.007102341	0.008593833	0.010227371	0.065230656	0.058436786	8.519454939	0.003219325	0.002961779	0.003219	7.86E-05	6.95346E-05	276404.333	351707.7331	492.4817899	12579168
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	75	Diesel	0.000152015	0.000183938	0.000218902	0.001920774	0.002717916	0.269040835	0.000157226	0.000144648	0.000157	2.48E-06	2.19588E-06	8728.73358	6012.707483	8.873545764	441250.7
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	100	Diesel	0.005017063	0.006070646	0.00722457	0.072063942	0.062073482	10.8003674	0.0037096	0.003412832	0.00371	9.97E-05	8.81511E-05	350406.0259	218277.9955	345.8666133	17819670
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	175	Diesel	0.008509465	0.010296453	0.01225363	0.136492068	0.101238419	23.34204421	0.004920488	0.004526849	0.00492	0.000216	0.000190515	757306.9177	262433.795	454.3658774	38317334
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	300	Diesel	0.0083306	0.010080025	0.011996063	0.063783286	0.115172292	29.68632944	0.003512083	0.003231116	0.003512	0.000274	0.000242296	963140.2651	223100.2638	390.8393566	48728117
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	600	Diesel	0.012554629	0.015191101	0.018078666	0.109197521	0.154934438	52.63358601	0.005100035	0.004692032	0.0051	0.000486	0.000429588	1707638.733	256538.0619	409.9981486	86630377
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	750	Diesel	0.000382819	0.000463211	0.00055126	0.002459303	0.005887904	0.933582824	0.000193011	0.00017757	0.000193	8.62E-06	7.61978E-06	30289.06656	2452.637573	4.436772882	1536444
Los Angeles (SC)	2020 ConstMin - Excavators	Aggregated	9999	Diesel	0.000361263	0.000437129	0.000520219	0.003252698	0.009123513	1.47116815	0.000171061	0.000157376	0.000171	1.36E-05	1.20075E-05	47730.43043	2004.985664	3.02507242	2413742
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	50	Diesel	0.000202486	0.000245008	0.000291579	0.000787764	0.000564918	0.052981988	6.94157E-05	6.38624E-05	6.94E-05	4.84E-07	4.32432E-07	1718.942248	2020.693187	5.877147492	73157.2
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	75	Diesel	8.83976E-05	0.000106961	0.000127292	0.000671039	0.000821022	0.087317547	5.80725E-05	5.34267E-05	5.81E-05	8.05E-07	7.12674E-07	2832.921648	1865.168306	5.066506458	134019.9
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	100	Diesel	0.002117481	0.002562152	0.003049173	0.010750779	0.019911023	1.176321086	0.001645786	0.001514123	0.001646	1.08E-05	9.60097E-06	38164.44216	20285.37247	56.33955182	1822192
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	175	Diesel	0.012394114	0.014996878	0.017847525	0.096587765	0.146385924	14.25426548	0.008171569	0.007517843	0.008172	0.000131	0.000116341	462463.9452	146982.3154	318.7845864	21845238
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	300	Diesel	0.016177984	0.019575361	0.023296297	0.078781995	0.244769299	30.09584125	0.00811784	0.007468413	0.008118	0.000278	0.000245638	976426.4248	212980.7003	286.9669258	46161714
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	600	Diesel	0.00070236	0.000849856	0.001011399	0.003043149	0.011242091	1.312580184	0.000347885	0.000320054	0.000348	1.21E-05	1.07131E-05	42585.21852	5713.957008	7.903750075	2004485
Los Angeles (SC)	2020 ConstMin - Graders	Aggregated	9999	Diesel	0.000794593	0.000961457	0.001144214	0.00406152	0.013306249	1.020289735	0.000417258	0.000383877	0.000417	9.41E-06	8.32747E-06	33102.17679	865.3332052	1.21596155	1565666
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	50	Diesel	0.005039451	0.006097736	0.007256809	0.033268089	0.02811634	3.53316409	0.002094263	0.001926722	0.002094	3.25E-05	2.88372E-05	114629.6178	121526.3539	188.8389013	4585152
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	75	Diesel	0.00127465	0.001542327	0.001835497	0.016573783	0.014787684	2.426836235	0.000891139	0.000819848	0.000891	2.24E-05	1.98075E-05	78736.02895	49286.57702	78.40097693	3495045
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	100	Diesel	0.001858022	0.002248207	0.002675552	0.015481463	0.020611778	2.061297508	0.001706913	0.00157036	0.001707	1.9E-05	1.6824E-05	66876.52754	37115.1419	58.90022632	2958197
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	175	Diesel	0.001624894	0.001966122	0.002339848	0.023326221	0.020969804	3.837902907	0.001017359	0.00093597	0.001017	3.54E-05	3.13244E-05	124516.5331	34925.76181	52.13465979	5529845
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	300	Diesel	0.001301768	0.001575139	0.001874545	0.008378283	0.01887315	3.433059097	0.000639275	0.000588133	0.000639	3.17E-05	2.80202E-05	111381.8216	22835.78478	36.41466695	4955226
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	600	Diesel	0.00263909	0.003193299	0.00380029	0.021225877	0.031316235	10.50189652	0.001059616	0.000974847	0.00106	9.7E-05	8.57151E-05	340722.4669	42436.99576	62.68098409	15169862
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	750	Diesel	0.000227622	0.000275422	0.000327775	0.001234561	0.002744904	0.611475771	0.000111408	0.000102495	0.000111	5.65E-06	4.99078E-06	19838.65798	1398.770612	1.989872511	891904.9
Los Angeles (SC)	2020 ConstMin - Off-Highway Tractors	Aggregated	9999	Diesel	0.000222077	0.000268713	0.00031979	0.001432813	0.004048983	0.596908169	0.000106563	9.8038E-05	0.000107	5.51E-06	4.87188E-06	19366.02816	526.2591435	0.994936255	860198.4
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	25	Diesel	4.60494E-05	5.57197E-05	6.63111E-05	0.000208596	0.000137047	0.01498685	1.41653E-05	1.30321E-05	1.42E-05	1.37E-07	1.22321E-07	486.2318388	886.0454872	0.591476041	22151.14
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	50	Diesel	0.000372411	0.000450617	0.000536271	0.00311682	0.002617168	0.324736411	0.000182092	0.000167525	0.000182	2.99E-06	2.65045E-06	10535.71521	16769.329	10.64656874	482693.4
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	75	Diesel	4.84525E-05	5.86276E-05	6.97717E-05	0.000758699	0.000445193	0.102288544	1.79448E-05	1.65092E-05	1.79E-05	9.44E-07	8.34865E-07	3318.639147	2364.767219	1.577269443	168216.7
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	100	Diesel	0.000175049	0.000211809	0.00025207	0.001788253	0.00179994	0.236832332	0.000145267	0.000133646	0.000145	2.18E-06	1.93299E-06	7683.764171	4424.069761	3.548856246	389413.1
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	175	Diesel	0.003993189	0.004831758	0.005750192	0.051489329	0.040928447	8.083450648	0.002145054	0.001973449	0.002145	7.46E-05	6.5976E-05	262258.654	84311.54948	61.51350826	13301010
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	300	Diesel	0.007110283	0.008603442	0.010238807	0.043555445	0.078504844	16.46685511	0.003058698	0.002814002	0.003059	0.000152	0.0001344	534248.9789	128746.4338	103.3111485	27178374
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	600	Diesel	0.02729572	0.033027821	0.039305836	0.191318693	0.316839741	70.65569113	0.011567751	0.010642331	0.011568	0.000652	0.000576682	2292346.085	308605.7507	232.2529254	1.16E+08
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	750	Diesel	0.011501517	0.013916836	0.016562185	0.089333653	0.134552159	23.79535626	0.00526313	0.004842079	0.005263	0.00022	0.000194214	772014.1279	59063.32156	49.68398744	39166102
Los Angeles (SC)	2020 ConstMin - Off-Highway Trucks	Aggregated	9999	Diesel	0.018664761	0.02258436	0.026877255	0.111432425	0.343956355	42.26335346	0.008693654	0.007998161	0.008694	0.00039	0.000344948	1371187.958	54741.51319	39.62889474	69191238
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	50	Diesel	0.002859387	0.003459858	0.004117517	0.017439218	0.016251113	1.905641346	0.001307538	0.001202935	0.001308	1.75E-05	1.55536E-05	61826.43478	67706.47822	145.7870843	2579909
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	75	Diesel	0.000369095	0.000446605	0.000531497	0.001963959	0.003763317	0.213691841	0.000280219	0.000257802	0.00028	1.96E-06	1.74412E-06	6932.996435	4459.560053	14.5198442	325742.7
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	100	Diesel	0.004481707	0.005422865	0.006453658	0.04028077	0.050199896	5.767863784	0.003720468	0.00342283	0.00372	5.32E-05	4.70765E-05	187131.9883	106282.2417	242.5206409	8716293
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	175	Diesel	0.001992962	0.002411484	0.002869865	0.02005857	0.025541116	3.256197621	0.001349683	0.001241708	0.00135	3E-05	2.65766E-05	105643.7458	32400.53348	80.25157131	4935031
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	300	Diesel	0.002107119	0.002549614	0.003034251	0.013566602	0.031904434	4.351377824	0.001214223	0.001117085	0.001214	4.02E-05	3.55154E-05	141175.6613	29796.27823	75.54243265	6538603
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	600	Diesel	0.005613455	0.006792281	0.008083376	0.047625632	0.082120739	16.58406943	0.002901316	0.002669211	0.002901	0.000153	0.000135357	538051.8687	65484.79614	150.3000089	25090349
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	750	Diesel	0.000860586	0.001041309	0.001239244	0.006457246	0.012428367	3.033053654	0.000406176	0.000373682	0.000406	2.8E-05	2.47554E-05	98404.0855	7421.875783	14.32363009	4594907
Los Angeles (SC)	2020 ConstMin - Other Construction Equipment	Aggregated	9999	Diesel	0.000321901	0.000389501	0.000463538	0.002191522	0.007502389	1.046612772	0.00017575	0.00016169	0.000176	9.67E-06	8.54231E-06	33956.19876	1733.835627	3.728068105	1581760
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	50	Diesel	0.000431943	0.000522651	0.000621998	0.002190053	0.001888933	0.2333801	0.000159455	0.000146698	0.000159	2.14E-06	1.90482E-06	7571.760329	8182.156781	23.616933	316686.6
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	75	Diesel	0.000603463	0.00073019	0.000868986	0.002950813	0.005486176	0.382248981	0.00052394	0.000482025	0.000524	3.52E-06	3.11986E-06	12401.64722	8015.317353	22.8297019	579712.7
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	100	Diesel	0.001028781	0.001244825	0.001481445	0.012402537	0.013197523	1.862269217	0.000844083	0.000776557	0.000844	1.72E-05	1.51996E-05	60419.27383	34853.19552	90.92519203	2823286
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	175	Diesel	0.001349848	0.001633316	0.001943781	0.017666194	0.017348061	3.093773758	0.000855624	0.000787174	0.000856	2.86E-05	2.5251E-05	100374.0824	29562.84898	78.52630221	4663105
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	300	Diesel	0.000670998	0.000811908	0.000966238	0.004681572	0.012514408	2.413161467	0.000359846	0.000331058	0.00036	2.23E-05	1.96959E-05	78292.36619	16476.49112	37.59028502	3648525
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	600	Diesel	0.000100636	0.00012177	0.000144916	0.000818796	0.001545176	0.436669229	5.29475E-05	4.87117E-05	5.29E-05	4.03E-06	3.56404E-06	14167.25223	1791.767645	4.132963274	657861.3
Los Angeles (SC)	2020 ConstMin - Pavers	Aggregated	750	Diesel	1.63661E-05	1.9803E-05	2.35672E-05	0.000165628	0.000203304	0.090381035	8.92501E-06	8.21101E-06	8.93E-06	8.35E-07	7.37678E-07	2932.313134	181.9866917	0.39361555	136490
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	50	Diesel	0.000256557	0.000310434	0.000369442	0.002109825	0.001974282	0.290649897	0.000108362	9.96927E-05	0.000108	2.68E-06	2.37225E-06	9429.815807	13380.04471	29.08070905	464122.9
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	75	Diesel	4.68816E-05	5.67267E-05	6.75095E-05	0.000296767	0.000487469	0.035446277	3.75062E-05	3.45057E-05	3.75E-05	3.26E-07	2.89308E-07	1150.015431	934.7708472	2.554386606	62747.2
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	100	Diesel	0.000686534	0.000830706	0.000988609	0.008085601	0.008113569	1.214787463	0.000532345	0.000489757	0.000532	1.12E-05	9.91493E-06	39412.44139	24098.01985	53.44562745	2142203
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	175	Diesel	0.00056971	0.000689349	0.000820382	0.007704595	0.006873324	1.315837048	0.000370435	0.000340801	0.00037	1.21E-05	1.07397E-05	42690.88389	16084.1954	35.76141248	2328562
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	300	Diesel	0.00033734	0.000408182	0.00048577	0.002090252	0.00533724	0.933309688	0.000189174	0.00017404	0.000189	8.62E-06	7.61755E-06	30280.20496	7043.985993	15.32631964	1646715
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	600	Diesel	0.000312293	0.000377874	0.000449702	0.002066081	0.005012057	0.961531693	0.000153904	0.000141592	0.000154	8.88E-06	7.84789E-06	31195.83685	4108.389105	9.038598759	1690981
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	750	Diesel	3.97585E-05	4.81077E-05	5.72522E-05	0.000223707	0.000674373	0.11468788	1.71993E-05	1.58234E-05	1.72E-05	1.06E-06	9.36067E-07	3720.921972	296.3212627	0.589473832	202526.4
Los Angeles (SC)	2020 ConstMin - Paving Equipment	Aggregated	9999	Diesel	1.19691E-05	1.44827E-05	1.72356E-05	0.000156882	0.00037446	0.085385692	6.03103E-06	5.54855E-06	6.03E-06	7.89E-07	6.96907E-07	2770.244745	178.8447858	0.392982555	150768.8
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	25	Diesel	4.10124E-06	4.9625E-06	5.90578E-06	1.36915E-05	9.71065E-06	0.00075031	1.30293E-06	1.1987E-06	1.3E-06	6.81E-09	6.12393E-09	24.34297095	45.1618413	0.20244115	1129.046
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	50	Diesel	0.006236563	0.007546241	0.008980651	0.038514619	0.036962974	4.795716706	0.002680243	0.002465823	0.00268	4.42E-05	3.9142E-05	155591.747	201839.1076	596.9989525	7209875
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	75	Diesel	0.000124171	0.000150246	0.000178806	0.000496786	0.001218444	0.043166733	8.55993E-05	7.87513E-05	8.56E-05	3.95E-07	3.52321E-07	1400.497129	1040.303014	4.656146459	72088.19
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	100	Diesel	0.004412035	0.005338562	0.00635333	0.049431916	0.053661333	7.450942126	0.003413142	0.00314009	0.003413	6.88E-05	6.08136E-05	241737.6115	142744.8383	440.7143844	12453025
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	175	Diesel	0.002611034	0.003159351	0.003759889	0.043060407	0.035991143	7.748979348	0.001653269	0.001521008	0.001653	7.16E-05	6.32461E-05	251407.101	90183.9067	257.5051433	12968020
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	300	Diesel	0.000485436	0.000587377	0.000699028	0.003813631	0.007507024	1.283082162	0.000263797	0.000242693	0.000264	1.18E-05	1.04723E-05	41628.18768	9921.830725	32.99790752	2144346
Los Angeles (SC)	2020 ConstMin - Rollers	Aggregated	600	Diesel	0.000198323	0.000239971	0.000285586	0.002205048	0.00298646	0.752807492	0.000101018	9.29368E-05	0.000101	6.95E-06	6.14431E-06	24424.01	3581.559824	11.94402787	1252139
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	25	Diesel	3.64795E-07	4.41402E-07	5.25305E-07	7.97773E-06	1.07238E-05	0.001295987	3.51207E-07	3.2311E-07	3.51E-07	1.2E-08	1.05777E-08	42.04688527	72.70432402	0.233621705	1817.608
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	50	Diesel	0.000300072	0.000363087	0.000432104	0.001723876	0.001627681	0.217849176	0.000109338	0.000100591	0.000109	2.01E-06	1.77806E-06	7067.876587	6458.697745	24.06303564	305621.3
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	75	Diesel	6.76575E-05	8.18655E-05	9.74268E-05	0.000317668	0.000480479	0.03437688	3.8781E-05	3.56786E-05	3.88E-05	3.16E-07	2.80579E-07	1115.320022	913.1037684	3.737947284	49698.49
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	100	Diesel	0.004433059	0.005364002	0.006383605	0.114810394	0.079578338	18.83500673	0.002644545	0.002432982	0.002645	0.000174	0.000153729	611081.0502	305399.334	1104.096179	29359058
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	175	Diesel	0.002165386	0.002620117	0.003118156	0.025625651	0.024146587	4.441426353	0.001620078	0.001490472	0.00162	4.1E-05	3.62503E-05	144097.1867	55899.4622	211.4276432	6928946
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	300	Diesel	5.28724E-05	6.39756E-05	7.61363E-05	0.000569841	0.000909456	0.30810684	2.07569E-05	1.90963E-05	2.08E-05	2.85E-06	2.51473E-06	9996.187108	2286.668256	9.344868209	480822.2
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	600	Diesel	1.65507E-05	2.00263E-05	2.38329E-05	0.000206696	0.000308062	0.114330689	6.5731E-06	6.04725E-06	6.57E-06	1.06E-06	9.33152E-07	3709.333286	466.9754432	1.868973642	179519.7
Los Angeles (SC)	2020 ConstMin - Rough Terrain Forklifts	Aggregated	750	Diesel	3.15046E-06	3.81206E-06	4.53666E-06	3.60941E-05	4.97232E-05	0.019709599	3.48803E-07	3.20899E-07	3.49E-07	1.82E-07	1.60867E-07	639.4562252	49.25131627	0.233621705	30782.07
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	50	Diesel	0.000369813	0.000447474	0.000532531	0.002169609	0.001636202	0.212823412	0.000135312	0.000124487	0.000135	1.96E-06	1.73704E-06	6904.821218	7321.829952	7.896748701	303646.4
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	75	Diesel	0.000342137	0.000413986	0.000492677	0.001612603	0.003256847	0.165831312	0.000259842	0.000239055	0.00026	1.52E-06	1.35349E-06	5380.214288	3718.598475	5.585505179	261240.7
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	100	Diesel	0.00108025	0.001307102	0.00155556	0.006593139	0.010246977	0.810470661	0.000899517	0.000827556	0.0009	7.46E-06	6.61495E-06	26294.82803	15159.05177	17.33432642	1273833
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	175	Diesel	0.000995255	0.001204259	0.001433167	0.006464653	0.011831381	0.871820042	0.000681572	0.000627046	0.000682	8.03E-06	7.11568E-06	28285.24114	9352.890671	12.71183937	1383849
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	300	Diesel	0.001027712	0.001243531	0.001479905	0.006535569	0.0132458	0.973927233	0.000645086	0.000593479	0.000645	8.97E-06	7.94906E-06	31597.9965	7077.131606	10.59319948	1546352
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	600	Diesel	0.008822192	0.010674853	0.012703957	0.085166242	0.114676033	10.82493051	0.00516046	0.004747624	0.00516	9.98E-05	8.83516E-05	351202.9489	46225.21468	64.90742225	17080543
Los Angeles (SC)	2020 ConstMin - Rubber Tired Dozers	Aggregated	750	Diesel	0.000115585	0.000139858	0.000166442	0.000623322	0.002104275	0.307504851	5.88862E-05	5.41753E-05	5.89E-05	2.84E-06	2.50981E-06	9976.656249	750.207746	0.770414507	487974.5
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	50	Diesel	0.001389765	0.001681615	0.002001261	0.007687322	0.005967379	0.666635275	0.00053855	0.000495466	0.000539	6.12E-06	5.44099E-06	21628.24733	24932.63114	29.71119777	1037481
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	100	Diesel	0.014271591	0.017268625	0.020551091	0.122776842	0.145686124	16.19873468	0.011408998	0.010496278	0.011409	0.000149	0.000132212	525550.107	330398.5646	369.1817074	28370960
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	175	Diesel	0.022869607	0.027672225	0.032932235	0.246048921	0.256997866	38.50251491	0.014146025	0.013014343	0.014146	0.000355	0.000314252	1249171.693	445731.9129	484.212223	66887672
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	300	Diesel	0.02499852	0.030248209	0.035997868	0.138776496	0.351694758	57.55956122	0.011675637	0.010741586	0.011676	0.000531	0.000469793	1867456.573	475182.4414	451.6905066	1E+08
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	600	Diesel	0.03394999	0.041079487	0.048887985	0.219934125	0.428651663	71.51206956	0.016123618	0.014833728	0.016124	0.00066	0.000583672	2320130.34	374324.6818	397.2868944	1.25E+08
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	750	Diesel	0.002296964	0.002779327	0.003307629	0.018278302	0.029784944	5.296123786	0.001056863	0.000972314	0.001057	4.89E-05	4.32263E-05	171826.9036	13931.00464	16.26085824	9211954
Los Angeles (SC)	2020 ConstMin - Rubber Tired Loaders	Aggregated	9999	Diesel	0.002224564	0.002691722	0.003203372	0.010985176	0.046588076	4.967727264	0.001177887	0.001083656	0.001178	4.59E-05	4.05459E-05	161172.4401	9015.865493	7.829302114	8616957
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	25	Diesel	9.53031E-06	1.15317E-05	1.37236E-05	3.23831E-05	2.1996E-05	0.001703949	3.06558E-06	2.82034E-06	3.07E-06	1.55E-08	1.39074E-08	55.28276268	79.7053348	0.198491558	1992.633
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	50	Diesel	6.39468E-05	7.73756E-05	9.20833E-05	0.000218357	0.000156859	0.013562131	2.16291E-05	1.98988E-05	2.16E-05	1.23E-07	1.10692E-07	440.0083915	416.4603743	1.19094935	16129.48
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	75	Diesel	0.000211399	0.000255793	0.000304415	0.000998535	0.001956083	0.11535575	0.000170939	0.000157264	0.000171	1.06E-06	9.41518E-07	3742.590269	2213.59427	5.359272077	149724.6
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	100	Diesel	0.000531538	0.000643162	0.000765415	0.004314651	0.006589762	0.566695073	0.000484814	0.000446029	0.000485	5.22E-06	4.62529E-06	18385.79755	8107.139567	14.29139221	734436.9
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	175	Diesel	0.005424341	0.006563452	0.007811051	0.048174848	0.066912782	7.36703092	0.003598806	0.003310901	0.003599	6.79E-05	6.01287E-05	239015.2049	56918.02238	129.2180045	9545476
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	300	Diesel	0.005945049	0.007193509	0.00856087	0.03328529	0.082040715	8.457063342	0.003598566	0.003310681	0.003599	7.8E-05	6.90254E-05	274380.1064	49208.08107	125.0496818	11036042
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	600	Diesel	0.049035828	0.059333351	0.070611592	0.425796062	0.69957016	106.0747808	0.026674613	0.024540644	0.026675	0.000979	0.000865768	3441479.442	326520.6531	696.9038616	1.38E+08
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	750	Diesel	0.001837625	0.002223527	0.00264618	0.020953242	0.030491462	1.712201636	0.001241683	0.001142349	0.001242	1.58E-05	1.39748E-05	55550.49642	3561.500043	9.329103245	2216041
Los Angeles (SC)	2020 ConstMin - Scrapers	Aggregated	9999	Diesel	0.002683803	0.003247401	0.003864676	0.032531565	0.041103552	2.456059223	0.001717568	0.001580163	0.001718	2.26E-05	2.0046E-05	79684.13664	2000.3825	5.160780519	3195033
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	50	Diesel	0.002232389	0.00270119	0.00321464	0.023145527	0.022697613	3.630081964	0.000889807	0.000818623	0.00089	3.35E-05	2.96282E-05	117774.0115	127080.3096	413.3560786	5537903
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	75	Diesel	0.005555943	0.006722691	0.008000558	0.116976899	0.089048802	18.85724496	0.003805157	0.003500744	0.003805	0.000174	0.00015391	611802.5452	455620.0082	1307.492207	32104113
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	100	Diesel	0.000122054	0.000147685	0.000175757	0.002544468	0.002298048	0.394638882	0.000149107	0.000137179	0.000149	3.64E-06	3.22099E-06	12803.62391	8900.691847	26.43675465	679380.1
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	175	Diesel	3.15373E-05	3.81602E-05	4.54137E-05	0.000701688	0.00042207	0.130124388	1.77525E-05	1.63323E-05	1.78E-05	1.2E-06	1.06206E-06	4221.742454	1459.332171	5.53327423	222147.1
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	300	Diesel	1.83682E-05	2.22255E-05	2.64502E-05	0.00022207	0.000280602	0.120862593	7.95785E-06	7.32123E-06	7.96E-06	1.12E-06	9.86464E-07	3921.253726	1003.976644	3.483913404	205796.2
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	600	Diesel	8.39605E-06	1.01592E-05	1.20903E-05	6.52452E-05	0.000136958	0.03496436	5.8806E-06	5.41015E-06	5.88E-06	3.23E-07	2.85374E-07	1134.380166	125.7256726	0.409872165	59443.1
Los Angeles (SC)	2020 ConstMin - Skid Steer Loaders	Aggregated	9999	Diesel	2.14498E-05	2.59542E-05	3.08876E-05	0.000148525	0.000394533	0.047329083	1.29459E-05	1.19103E-05	1.29E-05	4.37E-07	3.86294E-07	1535.539988	80.69302263	0.409872165	80693.02
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	50	Diesel	2.4825E-05	3.00382E-05	3.57479E-05	0.000220608	0.000237741	0.033595226	1.21374E-05	1.11664E-05	1.21E-05	3.1E-07	2.742E-07	1089.960114	1726.441143	7.250856228	62165.07
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	75	Diesel	2.10352E-05	2.54526E-05	3.02906E-05	0.000179512	0.000299076	0.025598658	1.86749E-05	1.71809E-05	1.87E-05	2.36E-07	2.08933E-07	830.5202571	798.6216025	3.160629638	53104.85
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	100	Diesel	9.35073E-05	0.000113144	0.00013465	0.00124918	0.001229237	0.192897387	6.94021E-05	6.38499E-05	6.94E-05	1.78E-06	1.5744E-06	6258.343279	4466.972038	16.91866453	401144.3
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	175	Diesel	8.65597E-05	0.000104737	0.000124646	0.00103837	0.001216061	0.18056623	5.95559E-05	5.47914E-05	5.96E-05	1.67E-06	1.47376E-06	5858.272485	2773.089605	10.96924404	376193.7
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	300	Diesel	0.000126729	0.000153342	0.00018249	0.000965232	0.002316354	0.356831327	7.47992E-05	6.88153E-05	7.48E-05	3.3E-06	2.91241E-06	11576.99943	3255.041463	13.5721155	742219.8
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	600	Diesel	0.000227076	0.000274762	0.000326989	0.002325361	0.003436621	1.131309471	0.000123622	0.000113733	0.000124	1.05E-05	9.2336E-06	36704.08987	5796.694634	20.63705234	2355310
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	750	Diesel	0.000137681	0.000166594	0.00019826	0.001080528	0.002535582	0.557845945	8.94038E-05	8.22515E-05	8.94E-05	5.15E-06	4.55306E-06	18098.69734	1825.154174	6.507178666	1160815
Los Angeles (SC)	2020 ConstMin - Surfacing Equipment	Aggregated	9999	Diesel	7.09388E-05	8.58359E-05	0.000102152	0.000403582	0.001680952	0.18516386	4.01319E-05	3.69213E-05	4.01E-05	1.71E-06	1.51128E-06	6007.437516	439.8536533	1.673274514	385362.8
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	25	Diesel	3.32861E-05	4.02762E-05	4.7932E-05	0.000110676	7.62093E-05	0.005823608	1.04773E-05	9.6391E-06	1.05E-05	5.28E-08	4.75315E-08	188.9405395	288.405348	0.394145545	7210.134
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	50	Diesel	0.004146367	0.005017104	0.005970769	0.02305557	0.019099722	2.205696239	0.001731854	0.001593306	0.001732	2.03E-05	1.80026E-05	71561.38533	76575.13702	110.9519709	2732539
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	75	Diesel	0.000647478	0.000783448	0.000932368	0.004559713	0.006451583	0.599826773	0.000519795	0.000478212	0.00052	5.53E-06	4.89571E-06	19460.71906	11356.83986	19.90435001	822824.5
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	100	Diesel	0.002121917	0.00256752	0.003055561	0.02010872	0.022435595	2.81815049	0.001800859	0.001656791	0.001801	2.6E-05	2.30014E-05	91431.78903	49062.32197	70.74912529	3881640
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	175	Diesel	0.000614523	0.000743573	0.000884913	0.005411562	0.007423735	0.85258006	0.00038193	0.000351376	0.000382	7.86E-06	6.95864E-06	27661.0211	7342.026389	10.44485694	1173493
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	300	Diesel	0.000178784	0.000216329	0.000257449	0.001103544	0.002681025	0.512013123	8.60913E-05	7.9204E-05	8.61E-05	4.73E-06	4.17898E-06	16611.7019	3360.625731	4.729746538	704736.1
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	600	Diesel	5.56553E-05	6.7343E-05	8.01437E-05	0.000916246	0.00077279	0.069146778	3.90113E-05	3.58904E-05	3.9E-05	6.38E-07	5.64367E-07	2243.391053	288.405348	0.394145545	95173.76
Los Angeles (SC)	2020 ConstMin - Sweepers/Scrubbers	Aggregated	9999	Diesel	3.39692E-05	4.11028E-05	4.89157E-05	0.000176893	0.000711792	0.088843133	2.01974E-05	1.85816E-05	2.02E-05	8.2E-07	7.25126E-07	2882.417595	144.202674	0.197072772	122283.9
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	50	Diesel	0.008533403	0.010325417	0.0122881	0.062668161	0.054738697	7.182236996	0.003582763	0.003296142	0.003583	6.61E-05	5.86205E-05	233019.7695	292024.3413	578.5045692	11070356
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	75	Diesel	0.002871128	0.003474064	0.004134424	0.011570767	0.027277313	1.140273728	0.002187749	0.002012729	0.002188	1.05E-05	9.30676E-06	36994.92531	26945.8128	122.9574172	1941158
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	100	Diesel	0.05645229	0.068307271	0.081291298	0.769518521	0.694005871	114.1298173	0.043422845	0.039949018	0.043423	0.001053	0.000931512	3702816.23	2331223.585	3805.028137	1.94E+08
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	175	Diesel	0.007739863	0.009365234	0.011145402	0.118453048	0.092112302	19.94869002	0.004640967	0.00426969	0.004641	0.000184	0.000162819	647213.2781	238183.7537	439.4215892	34151119
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	0.004404387	0.005329309	0.006342318	0.029031001	0.064468896	12.33798083	0.002152224	0.001980046	0.002152	0.000114	0.000100701	400292.2	101356.0613	184.0329867	21041777
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	600	Diesel	0.005249141	0.006351461	0.007558763	0.043184656	0.069252242	16.41306258	0.002446817	0.002251072	0.002447	0.000152	0.000133961	532503.7397	83776.50742	159.2399337	28200525

Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	750	Diesel	0.000119419	0.000144498	0.000171964	0.001115939	0.001329944	0.555127114	3.66742E-05	3.37403E-05	3.67E-05	5.13E-06	4.53087E-06	18010.48786	1505.958098	2.217264899	956558.1
Los Angeles (SC)	2020 ConstMin - Tractors/Loaders/Backhoes	Aggregated	9999	Diesel	0.00154232	0.001866207	0.00222094	0.01100254	0.03613799	5.609387212	0.000733471	0.000674793	0.000733	5.18E-05	4.57831E-05	181990.3905	5157.985177	8.465920525	9544123
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	50	Diesel	0.003221666	0.003898215	0.004639198	0.020820368	0.02014578	2.539877976	0.001533907	0.001411195	0.001534	2.34E-05	2.07301E-05	82403.54376	71367.80785	189.6971149	2847286
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	75	Diesel	0.000251455	0.000304261	0.000362095	0.001443186	0.002544053	0.169512772	0.00017459	0.000160623	0.000175	1.56E-06	1.38354E-06	5499.655202	2986.843217	11.42493988	210859.6
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	100	Diesel	0.001495066	0.001809029	0.002152894	0.011829847	0.016570504	1.670973389	0.001256502	0.001155982	0.001257	1.54E-05	1.36383E-05	54212.89135	24824.31714	76.52554068	2082633
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	175	Diesel	0.000249769	0.00030222	0.000359667	0.002391758	0.003203986	0.37581577	0.000163821	0.000150715	0.000164	3.47E-06	3.06736E-06	12192.92878	3290.047959	11.64050478	470784.2
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	300	Diesel	0.00049821	0.000602834	0.000717422	0.002841649	0.007388155	0.912429178	0.000297676	0.000273862	0.000298	8.42E-06	7.44712E-06	29602.75981	4963.805457	16.16736775	1135881
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	600	Diesel	0.000420685	0.000509029	0.000605786	0.004293838	0.00596823	1.224783392	0.000224354	0.000206406	0.000224	1.13E-05	9.99652E-06	39736.74829	3920.983122	10.99381007	1523243
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	750	Diesel	4.627E-05	5.59868E-05	6.66289E-05	0.000720906	0.000471394	0.399796348	6.87795E-06	6.32771E-06	6.88E-06	3.69E-06	3.26308E-06	12970.95223	771.1162613	1.724519227	498691
Los Angeles (SC)	2020 ConstMin - Trenchers	Aggregated	9999	Diesel	6.01061E-05	7.27284E-05	8.65529E-05	0.000863265	0.000834484	0.03313979	3.85322E-05	3.54496E-05	3.85E-05	3.05E-07	2.70483E-07	1075.184002	48.0895704	0.215564903	41357.03
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	50	Diesel	0.001918912	0.002321884	0.002763234	0.042940889	0.040938113	8.137139657	0.000427872	0.000393642	0.000428	7.52E-05	6.64142E-05	264000.5347	322900.7303	1092.703969	14894993
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	75	Diesel	0.001716906	0.002077456	0.002472345	0.056545329	0.032105179	9.396112773	0.000881317	0.000810812	0.000881	8.68E-05	7.66898E-05	304846.5309	264724.4501	898.8121841	19120322
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	100	Diesel	0.000836877	0.001012621	0.001205103	0.028866959	0.018134137	4.802233469	0.000236468	0.00021755	0.000236	4.44E-05	3.91952E-05	155803.1762	125577.5232	424.9117841	9772515
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	175	Diesel	0.000132385	0.000160186	0.000190634	0.00466796	0.001618195	0.867745833	5.26227E-05	4.84129E-05	5.26E-05	8.02E-06	7.08242E-06	28153.05789	13541.21917	45.89459804	1766633
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	300	Diesel	5.50344E-06	6.65916E-06	7.92496E-06	9.28107E-05	6.63435E-05	0.051854568	8.75633E-07	8.05583E-07	8.76E-07	4.79E-07	4.2323E-07	1682.364358	459.0048804	1.547008923	105571.1
Los Angeles (SC)	2020 Industrial - Aerial Lifts	Aggregated	600	Diesel	3.13536E-06	3.79378E-06	4.51491E-06	6.55104E-05	1.81143E-05	0.036824259	6.17878E-07	5.68447E-07	6.18E-07	3.4E-07	3.00555E-07	1194.722515	153.0016268	0.515669641	74970.8
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	50	Diesel	0.008653495	0.010470729	0.012461032	0.05316143	0.043658598	5.476621848	0.003355511	0.00308707	0.003356	5.04E-05	4.46995E-05	177682.9645	362181.1645	506.5531067	15356481
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	75	Diesel	0.001251608	0.001514445	0.001802315	0.005073754	0.011841725	0.518574342	0.000979273	0.000900931	0.000979	4.76E-06	4.23253E-06	16824.5734	22068.6709	43.53844884	1623271
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	100	Diesel	0.046163381	0.055857691	0.066475269	0.465184945	0.505077573	65.45723067	0.037531295	0.034528791	0.037531	0.000604	0.000534253	2123687.761	2481530.051	3338.226837	2.05E+08
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	175	Diesel	0.011032982	0.013349908	0.015887494	0.128209557	0.131055412	20.83668297	0.007095925	0.006528251	0.007096	0.000192	0.000170066	676023.2314	460425.508	627.9583967	65066494
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	300	Diesel	0.002135789	0.002584304	0.003075536	0.012951202	0.028556181	4.544973465	0.001122965	0.001033128	0.001123	4.2E-05	3.70955E-05	147456.6587	67452.80388	92.10056485	14156997
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	600	Diesel	0.000380495	0.000460399	0.000547913	0.002625446	0.004318757	1.143443062	0.000158101	0.000145453	0.000158	1.06E-05	9.33263E-06	37097.75086	10039.70428	14.23372366	3546679
Los Angeles (SC)	2020 Industrial - Forklifts	Aggregated	9999	Diesel	1.11875E-05	1.35369E-05	1.611E-05	0.000169025	0.000401659	0.090815407	3.43601E-06	3.16113E-06	3.44E-06	8.39E-07	7.41223E-07	2946.405858	322.204463	0.418638931	283539.9
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	25	Diesel	7.14895E-06	8.65022E-06	1.02945E-05	2.37702E-05	1.63677E-05	0.00125075	2.25023E-06	2.07021E-06	2.25E-06	1.13E-08	1.02085E-08	40.57921924	82.58995347	0.370215313	2064.749
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	50	Diesel	0.015638798	0.018922946	0.022519869	0.110118096	0.092479994	11.77666146	0.006681113	0.006146624	0.006681	0.000108	9.61195E-05	382080.8114	552191.4735	675.27273	19386427
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	75	Diesel	0.004059629	0.004912151	0.005845865	0.053334027	0.049677515	7.672861558	0.003180835	0.002926368	0.003181	7.08E-05	6.26249E-05	248937.5431	196615.295	238.0484459	14065224
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	100	Diesel	0.002487055	0.003009337	0.00358136	0.014471618	0.022639346	1.809638724	0.002087446	0.00192045	0.002087	1.67E-05	1.477E-05	58711.73543	42471.05767	56.2727275	3325700
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	175	Diesel	0.001976214	0.002391218	0.002845748	0.0273822	0.022683961	4.434186278	0.001215373	0.001118143	0.001215	4.09E-05	3.61912E-05	143862.2904	54765.39814	67.37918688	8132382
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	300	Diesel	0.002002959	0.00242358	0.00288426	0.012170358	0.030509734	4.767738127	0.000992041	0.000912678	0.000992	4.4E-05	3.89136E-05	154684.0128	39980.97057	50.3492825	8734630
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	600	Diesel	0.004100259	0.004961314	0.005904374	0.033086638	0.046162209	13.78292199	0.001626918	0.001496764	0.001627	0.000127	0.000112494	447171.7247	66138.86063	79.59629219	25271419
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	750	Diesel	0.000614061	0.000743014	0.000884248	0.007948005	0.00595337	2.316350101	0.000283618	0.000260929	0.000284	2.14E-05	1.89057E-05	75151.42801	6725.299911	8.144736875	4240366
Los Angeles (SC)	2020 Industrial - Other General Industrial Equipment	Aggregated	9999	Diesel	0.000225901	0.00027334	0.000325297	0.001559642	0.005700387	0.802586305	0.000114836	0.00010565	0.000115	7.41E-06	6.5506E-06	26039.02879	1265.278087	1.48086125	1472467
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	25	Diesel	9.23478E-06	1.11741E-05	1.32981E-05	3.13789E-05	2.13139E-05	0.00165111	2.97052E-06	2.73288E-06	2.97E-06	1.5E-08	1.34761E-08	53.56845169	94.24336689	0.422452563	2356.084
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	50	Diesel	0.00095834	0.001159592	0.00138001	0.0057672	0.004810834	0.549145444	0.00041002	0.000377218	0.00041	5.05E-06	4.48205E-06	17816.41917	21947.39528	29.57167942	778973.1
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	75	Diesel	0.000133442	0.000161465	0.000192157	0.001141058	0.001439061	0.149427574	0.000115761	0.0001065	0.000116	1.38E-06	1.21961E-06	4848.013061	3289.564721	5.069430757	238195.2
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	100	Diesel	0.002229846	0.002698113	0.003210978	0.039912704	0.030710246	6.025477801	0.001408705	0.001296009	0.001409	5.56E-05	4.91791E-05	195489.9914	102498.1434	134.7623676	9551531
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	175	Diesel	0.002268738	0.002745173	0.003266982	0.026113155	0.02331005	4.158784228	0.001586512	0.001459591	0.001587	3.84E-05	3.39434E-05	134927.1742	47509.96612	66.74750497	6589763
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	300	Diesel	0.003391184	0.004103332	0.004883305	0.018397239	0.046998921	7.3053697	0.001718137	0.001580686	0.001718	6.74E-05	5.96254E-05	237014.6745	48332.23949	65.05769471	11590474
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	600	Diesel	0.003505598	0.004241774	0.005048061	0.02477546	0.050287314	8.54985062	0.00173006	0.001591656	0.00173	7.89E-05	6.97827E-05	277390.4874	36784.59975	49.84940244	13532044
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	750	Diesel	0.000170744	0.000206601	0.000245872	0.000804257	0.001927637	0.393658487	9.44832E-05	8.69245E-05	9.45E-05	3.63E-06	3.21299E-06	12771.81609	1002.278207	1.267357689	624753.4
Los Angeles (SC)	2020 Industrial - Other Material Handling Equipment	Aggregated	9999	Diesel	0.000165079	0.000199746	0.000237714	0.001245262	0.003893589	0.636379469	7.31277E-05	6.72775E-05	7.31E-05	5.88E-06	5.19404E-06	20646.63103	1002.278207	1.267357689	1009962
Los Angeles (SC)	2020 Locomotive - Line haul	Aggregated	9999	Diesel	0.090390664	0.109372703	0.130162556	1.05518839	3.122703788	0	0.046286298	0.042279368	0.046286	0.004116	0.003301427	0	0	0	0
Los Angeles (SC)	2020 Locomotive - Passenger	Aggregated	9999	Diesel	0.018611866	1.3903E-05	1.65457E-05	0.258443187	0.412596853	0	0.007566543	0.00696122	0.007567	0.00072	0.000815928	0	0	0	0
Los Angeles (SC)	2020 Locomotive - Short line	Aggregated	9999	Diesel	0.008791429	9.66115E-07	1.14976E-06	0.064449169	0.297339217	0	0.004875219	0.004485202	0.004875	0.000237	0.00021183	0	0	0	0
Los Angeles (SC)	2020 Locomotive - Switcher	Aggregated	9999	Diesel	0.139443449	0.000396066	0.000471351	0.37460408	2.16286267	0	0.045684875	0.042030085	0.045685	0.001247	0.001121819	0	0	0	0
Los Angeles (SC)	2020 Ocean Going Vessels	Aggregated		Diesel	0.653076471	0.832769364	0.994998953	1.440064386	13.47809266	1406.660791	0.386409123	0.355496393	0.386409	1.523875	0.009131029	44387526.77	0	0	8.03E+08
Los Angeles (SC)	2020 OFF - Agricultural - 2-Wheel Tractors	Aggregated	25	Gasoline	0.000921099	0.000847227	0.001013614	0.033342285	0.000676374	0.059644013	0.00037896	0.000286325	0.000421	1.75E-06	1.5357E-06	4383.65	10592.3	41.74	74138.8
Los Angeles (SC)	2020 OFF - Agricultural - Agricultural Mowers	Aggregated	25	Gasoline	0.000735067	0.000676114	0.000808896	0.03095675	0.000548791	0.050346485	0.00037985	0.000286997	0.000422	1.33E-06	1.35412E-06	3865.35	6460.5	35.89	80774.5
Los Angeles (SC)	2020 OFF - Agricultural - Agricultural Tractors	Aggregated	25	Diesel	0.004397183	0.005233012	0.006331944	0.024975132	0.039908518	5.304036161	0.001510207	0.001389391	0.00151	7.18E-05	4.43999E-05	176492.1	244258	458.48	4414759
Los Angeles (SC)	2020 OFF - Agricultural - Agricultural Tractors	Aggregated	100	Gasoline	0.000704447	0.00064795	0.000775201	0.025839706	0.001842049	0.462343235	3.22357E-05	2.43558E-05	3.58E-05	4.47E-06	6.7054E-06	19140.6	3898.2	7.07	319652.4
Los Angeles (SC)	2020 OFF - Agricultural - Agricultural Tractors	Aggregated	175	Gasoline	9.24789E-05	8.50621E-05	0.000101767	0.003526484	0.000431161	0.093938034	6.73436E-06	5.08818E-06	7.48E-06	9.33E-07	1.32599E-06	3785.05	518.3	0.96	64787.5
Los Angeles (SC)	2020 OFF - Agricultural - Balers	Aggregated	50	Gasoline	0.000122664	0.000112827	0.000134985	0.006208793	0.000233599	0.079919013	5.50955E-06	4.16277E-06	6.12E-06	9.72E-07	1.19429E-06	3409.1	1755.65	25.78	61447.75
Los Angeles (SC)	2020 OFF - Agricultural - Balers	Aggregated	100	Gasoline	5.81983E-05	5.35308E-05	6.40437E-05	0.001704501	0.000223668	0.073900512	5.15252E-06	3.89302E-06	5.73E-06	7.14E-07	1.01655E-06	2901.75	897.9	13.17	57465.6
Los Angeles (SC)	2020 OFF - Agricultural - Combines	Aggregated	100	Gasoline	1.60345E-05	1.47485E-05	1.76449E-05	0.000736122	4.15453E-05	0.039467915	2.7518E-06	2.07914E-06	3.06E-06	3.81E-07	5.35767E-07	1529.35	215.35	1.79	22181.05
Los Angeles (SC)	2020 OFF - Agricultural - Combines	Aggregated	175	Gasoline	1.02041E-05	9.38569E-06	1.12289E-05	0.00108916	3.95945E-05	0.0339544	2.43417E-06	1.83915E-06	2.7E-06	3.37E-07	4.75669E-07	1357.8	131.4	0.97	21549.6
Los Angeles (SC)	2020 OFF - Agricultural - Combines	Aggregated	300	Gasoline	1.86354E-06	1.71409E-06	2.05072E-06	0.000237858	2.17026E-05	0.007205991	5.3159E-07	4.01645E-07	5.91E-07	7.37E-08	1.01016E-07	288.35	29.2	0.18	5664.8
Los Angeles (SC)	2020 OFF - Agricultural - Hydro Power Units	Aggregated	25	Gasoline	0.000720046	0.000662298	0.000792366	0.027893246	0.000534256	0.046904158	0.000333047	0.000251636	0.00037	1.29E-06	1.24288E-06	3547.8	6573.65	16.94	64568.5
Los Angeles (SC)	2020 OFF - Agricultural - Hydro Power Units	Aggregated	25	Diesel	2.97963E-05	3.54601E-05	4.29067E-05	0.000157773	0.000270785	0.035752791	1.01789E-05	9.36459E-06	1.02E-05	4.69E-07	3.0026E-07	1193.55	2584.2	3.18	43285.35
Los Angeles (SC)	2020 OFF - Agricultural - Hydro Power Units	Aggregated	50	Gasoline	6.68293E-06	6.14696E-06	7.35416E-06	0.000531872	1.03313E-05	0.005486435	3.7823E-07	2.85774E-07	4.2E-07	6.67E-08	8.4393E-08	240.9	105.85	0.25	4022.3
Los Angeles (SC)	2020 OFF - Agricultural - Hydro Power Units	Aggregated	100	Gasoline	5.05554E-07	4.65008E-07	5.56331E-07	2.48696E-05	1.26957E-06	0.001177752	8.21157E-08	6.2043E-08	9.12E-08	1.14E-08	1.53442E-08	43.8	10.95	0.03	722.7
Los Angeles (SC)	2020 OFF - Agricultural - Other Agricultural Equipment	Aggregated	25	Gasoline	9.47245E-05	8.71276E-05	0.000104239	0.003341122	6.53149E-05	0.005970056	3.55873E-05	2.68882E-05	3.95E-05	1.72E-07	1.50884E-07	430.7	963.6	6.59	8409.6
Los Angeles (SC)	2020 OFF - Agricultural - Other Agricultural Equipment	Aggregated	25	Diesel	6.92366E-05	8.23973E-05	9.97007E-05	0.000367913	0.000630722	0.082743127	2.48225E-05	2.28367E-05	2.48E-05	1.09E-06	6.90505E-07	2744.8	4880.05	10.93	94440.1
Los Angeles (SC)	2020 OFF - Agricultural - Other Agricultural Equipment	Aggregated	50	Gasoline	5.38832E-06	4.95617E-06	5.92951E-06	0.00031569	9.33E-06	0.003753568	2.58768E-07	1.95513E-07	2.88E-07	4.56E-08	5.6262E-08	160.6	87.6	0.78	2540.4
Los Angeles (SC)	2020 OFF - Agricultural - Other Agricultural Equipment	Aggregated	100	Gasoline	3.40459E-05	3.13154E-05	3.74654E-05	0.001179872	0.000109795	0.049668032	3.46297E-06	2.61647E-06	3.85E-06	4.8E-07	6.84094E-07	1952.75	573.05	4.66	38394.35
Los Angeles (SC)	2020 OFF - Agricultural - Other Agricultural Equipment	Aggregated	175	Gasoline	5.07878E-06	4.67146E-06	5.58888E-06	0.000362338	2.77474E-05	0.011178627	8.01388E-07	6.05493E-07	8.9E-07	1.11E-07	1.58556E-07	452.6	47.45	0.55	6453.2
Los Angeles (SC)	2020 OFF - Agricultural - Other Agricultural Equipment	Aggregated	300	Gasoline	2.76296E-06	2.54137E-06	3.04047E-06	0.000243437	2.79621E-05	0.007298471	5.38412E-07	4.068E-07	5.98E-07	7.46E-08	9.97371E-08	284.7	18.25	0.18	4489.5
Los Angeles (SC)	2020 OFF - Agricultural - Sprayers	Aggregated	25	Gasoline	0.001596019	0.001468018	0.001756321	0.055513091	0.000976248	0.094687907	0.000574979	0.000434428	0.000639	2.61E-06	2.5011E-06	7139.4	15552.65	158.52	145981.8
Los Angeles (SC)	2020 OFF - Agricultural - Sprayers	Aggregated	25	Diesel	7.2598E-06	8.63977E-06	1.04541E-05	3.33593E-05	6.08353E-05	0.00759104	2.90151E-06	2.66939E-06	2.9E-06	9.63E-08	6.61122E-08	262.8	467.2	4.24	8876.8
Los Angeles (SC)	2020 OFF - Agricultural - Sprayers	Aggregated	50	Gasoline	2.37707E-05	2.18643E-05	2.61582E-05	0.001217167	4.47911E-05	0.015172776	1.046E-06	7.90309E-07	1.16E-06	1.84E-07	2.26327E-07	646.05	394.2	4.83	13008.6
Los Angeles (SC)	2020 OFF - Agricultural - Sprayers	Aggregated	100	Gasoline	4.19812E-05	3.86143E-05	4.61977E-05	0.001244069	0.000158924	0.052100938	3.6326E-06	2.74463E-06	4.04E-06	5.03E-07	7.16061E-07	2044	653.35	8.17	44427.8
Los Angeles (SC)	2020 OFF - Agricultural - Sprayers	Aggregated	175	Gasoline	1.20387E-05	1.10732E-05	1.32478E-05	0.000754825	8.11161E-05	0.02352583	1.68655E-06	1.27428E-06	1.87E-06	2.34E-07	3.27342E-07	934.4	146	1.82	20440
Los Angeles (SC)	2020 OFF - Agricultural - Swathers	Aggregated	100	Gasoline	0.000222926	0.000205047	0.000245316	0.006697853	0.000828657	0.269048377	1.87587E-05	1.41732E-05	2.08E-05	2.6E-06	3.71713E-06	10610.55	2511.2	26.42	220985.6
Los Angeles (SC)	2020 OFF - Agricultural - Swathers	Aggregated	175	Gasoline	0.000154887	0.000142465	0.000170444	0.009484721	0.001024527	0.294048207	2.10801E-05	1.59272E-05	2.34E-05	2.92E-06	4.10457E-06	11716.5	1923.55	20.24	248138
Los Angeles (SC)	2020 OFF - Agricultural - Tillers	Aggregated	25	Gasoline	0.012954734	0.011915764	0.014255894	0.703591916	0.009206671	1.168341193	0.000533939	0.000403421	0.000593	3.33E-05	3.08495E-05	88059.9	181259	2549.19	1268813
Los Angeles (SC)	2020 OFF - AirGrSupp - A/C Tug Narrow Body	Aggregated	175	Gasoline	0.003596276	0.003307854	0.003957482	0.17802074	0.022818305	4.490752304	0.000321939	0.000243243	0.000358	4.46E-05	6.34085E-05	180999.85	18976.35	26.07	2466926
Los Angeles (SC)	2020 OFF - AirGrSupp - A/C Tug Wide Body	Aggregated	600	Gasoline	0.002040868	0.00187719	0.002245851	0.215280974	0.019229717	6.128067693	0.000452071	0.000341564	0.000502	6.26E-05	8.57906E-05	244889.45	6931.35	13.4	3465675
Los Angeles (SC)	2020 OFF - AirGrSupp - Air Conditioner	Aggregated	175	Gasoline	5.86179E-08	5.39167E-08	6.45054E-08	5.06447E-06	6.36177E-07	0.000161692	1.15916E-08	8.75811E-09	1.29E-08	1.61E-09	0	0	0	0	0
Los Angeles (SC)	2020 OFF - AirGrSupp - Air Conditioner	Aggregated	175	Nat Gas	0	0	2.88982E-08	2.14486E-05	2.92789E-06	0.000868933	0	0	7.73E-08	0	0	54.75	0	0.16	0
Los Angeles (SC)	2020 OFF - AirGrSupp - Air Start Unit	Aggregated	175	Gasoline	6.05303E-06	5.56758E-06	6.661E-06	0.000488516	6.14359E-05	0.015294916	1.09648E-06	8.28453E-07	1.22E-06	1.52E-07	2.10982E-07	602.25	58.4	0.74	7592
Los Angeles (SC)	2020 OFF - AirGrSupp - Baggage Tug	Aggregated	100	Gasoline	0.027644973	0.025427846	0.030421607	2.06750349	0.162667979	49.675865	0.00346352	0.002616882	0.003848	0.00048	0.000702784	2006098.4	386148.1	439.97	38614810
Los Angeles (SC)	2020 OFF - AirGrSupp - Baggage Tug	Aggregated	100	Nat Gas	0	0	0.001139188	0.368320993	0.046540947	8.159762535	0	0	0.000726	0	0	454680.5	72817.5	87.66	7281750
Los Angeles (SC)	2020 OFF - AirGrSupp - Belt Loader	Aggregated	100	Gasoline	0.006689688	0.006153175	0.007361594	0.50857078	0.039014324	11.77381426	0.000820899	0.000620234	0.000912	0.000114	0.000166963	476595.1	167790.5	206.77	10067430
Los Angeles (SC)	2020 OFF - AirGrSupp - Belt Loader	Aggregated	100	Nat Gas	0	0	8.19632E-05	0.031118159	0.003839738	0.781866571	0	0	6.95E-05	0	0	43164.9	12778.65	23.15	766719
Los Angeles (SC)	2020 OFF - AirGrSupp - Bobtail	Aggregated	100	Gasoline	0.003359042	0.003089647	0.003696421	0.251214325	0.019765235	6.03595773	0.000420841	0.000317969	0.000468	5.83E-05	8.53942E-05	243757.95	46917.1	53.47	4691710
Los Angeles (SC)	2020 OFF - AirGrSupp - Bobtail	Aggregated	100	Nat Gas	0	0	7.9632E-06	0.005372962	0.00048902	0.148807597	0	0	1.32E-05	0	0	8150.45	1332.25	1.51	133225
Los Angeles (SC)	2020 OFF - AirGrSupp - Cargo Loader	Aggregated	100	Gasoline	0.002462316	0.002264838	0.002709629	0.18631416	0.014327618	4.32066692	0.000301247	0.000227609	0.000335	4.17E-05	6.12654E-05	174882.45	52771.7	73.29	3694019
Los Angeles (SC)	2020 OFF - AirGrSupp - Cargo Loader	Aggregated	100	Nat Gas	0	0	0.000151231	0.044956457	0.00575946	0.917076323	0	0	8.16E-05	0	0	51432.15	12855.3	12.44	899871
Los Angeles (SC)	2020 OFF - AirGrSupp - Cargo Tractor	Aggregated	100	Gasoline	0.080146545	0.073718792	0.088196384	6.58686654	0.349737862	73.40983438	0.00511831	0.003867168	0.005687	0.000606	0.001114271	3180690.3	611791.1	452.71	58120155
Los Angeles (SC)	2020 OFF - AirGrSupp - Cargo Tractor	Aggregated	175	Nat Gas	0	0	5.43908E-05	0.034488553	0.004655129	1.309733215	0	0	0.000116	0	0	70729.7	7650.4	49.06	1190402
Los Angeles (SC)	2020 OFF - AirGrSupp - Cart	Aggregated	25	Gasoline	4.72608E-05	4.34705E-05	5.20076E-05	0.002963936	3.72103E-05	0.00501224	2.28032E-06	1.72291E-06	2.53E-06	1.43E-07	1.30425E-07	372.3	649.7	4.27	7796.4
Los Angeles (SC)	2020 OFF - AirGrSupp - Catering Truck	Aggregated	300	Gasoline	0.011353403	0.01044286	0.012493728	0.499961392	0.063854657	11.2453348	0.000829574	0.000626789	0.000922	9.82E-05	0.000160044	456844.95	47971.95	47.2	9781481
Los Angeles (SC)	2020 OFF - AirGrSupp - Catering Truck	Aggregated	300	Nat Gas	0	0	5.15453E-05	0.025823232	0.003413382	0.861195396	0	0	7.66E-05	0	0	46785.7	3960.25	8.75	811851.3
Los Angeles (SC)	2020 OFF - AirGrSupp - Deicer	Aggregated	100	Gasoline	2.71924E-05	2.50115E-05	2.99235E-05	0.000876105	0.000169678	0.047312134	3.29872E-06	2.49236E-06	3.67E-06	4.57E-07	6.44455E-07	1839.6	219	10.41	20367
Los Angeles (SC)	2020 OFF - AirGrSupp - Forklift	Aggregated	50	Gasoline	0.002549324	0.002344868	0.002805376	0.23917056	0.005672292	1.780372481	0.000122737	9.27348E-05	0.000136	2.16E-05	2.87102E-05	81953.45	50180.2	68.98	2509010
Los Angeles (SC)	2020 OFF - AirGrSupp - Forklift	Aggregated	50	Nat Gas	0	0	0.000167396	0.04458632	0.012050165	3.588257216	0	0	0.000319	0	0	189745.25	117402.25	161.43	5870113
Los Angeles (SC)	2020 OFF - AirGrSupp - Fuel Truck	Aggregated	175	Gasoline	2.67233E-05	2.45801E-05	2.94074E-05	0.002257061	0.000289925	0.072132506	5.17113E-06	3.90708E-06	5.75E-06	7.17E-07	1.00376E-06	2865.25	978.2	44.29	127166
Los Angeles (SC)	2020 OFF - AirGrSupp - Fuel Truck	Aggregated	175	Nat Gas	0	0	1.51451E-05	0.007110458	0.000933532	0.226620035	0	0	2.02E-05	0	0	12340.65	3171.85	5.61	444059
Los Angeles (SC)	2020 OFF - AirGrSupp - Generator	Aggregated	100	Gasoline	0.000988367	0.0009091	0.001087638	0.049778169	0.003297947	0.600430195	4.18634E-05	3.16302E-05	4.65E-05	4.96E-06	9.04411E-06	25816.45	3076.95	3.37	329233.7
Los Angeles (SC)	2020 OFF - AirGrSupp - Ground Power Unit	Aggregated	175	Gasoline	0.004098994	0.003770255	0.004510693	0.416415233	0.037015637	12.00241003	0.000860445	0.000650114	0.000956	0.000119	0.000167928	479350.85	46898.85	58.8	7034828
Los Angeles (SC)	2020 OFF - AirGrSupp - Hydrant truck	Aggregated	175	Gasoline	0.010704536	0.009846032	0.011779689	0.407408432	0.051812911	8.204902182	0.000588204	0.000444421	0.000654	6.97E-05	0.00011779	336230.7	42409.35	27.7	5152736
Los Angeles (SC)	2020 OFF - AirGrSupp - Lav Cart	Aggregated	25	Gasoline	5.21119E-05	4.79325E-05	5.7346E-05	0.003268169	4.10298E-05	0.005526722	2.51438E-06	1.89976E-06	2.79E-06	1.58E-07	1.43212E-07	408.8	708.1	4.73	8497.2
Los Angeles (SC)	2020 OFF - AirGrSupp - Lav Truck	Aggregated	175	Gasoline	0.002382947	0.002191835	0.002622288	0.16853596	0.0149164	4.211221787	0.0003019	0.000228102	0.000335	4.18E-05	5.94382E-05	169666.6	56961.9	46.88	7405047
Los Angeles (SC)	2020 OFF - AirGrSupp - Lav Truck	Aggregated	175	Nat Gas	0	0	4.90941E-06	0.002566794	0.000340713	0.087965702	0	0	7.82E-06	0	0	4781.5	1332.25	3.44	173192.5
Los Angeles (SC)	2020 OFF - AirGrSupp - Lift	Aggregated	100	Gasoline	0.004435688	0.004079946	0.004881204	0.194722749	0.019205625	4.399508554	0.000306744	0.000231762	0.000341	4.25E-05	6.2594E-05	178674.8	37609.6	99.85	3760960
Los Angeles (SC)	2020 OFF - AirGrSupp - Lift	Aggregated	100	Nat Gas	0	0	1.02287E-05	0.00465744	0.00056151	0.130221685	0	0	1.16E-05	0	0	7139.4	1277.5	3.75	127750
Los Angeles (SC)	2020 OFF - AirGrSupp - Maint. Truck	Aggregated	175	Gasoline	0.002167854	0.001993992	0.002385591	0.161625273	0.017108117	4.540338505	0.000325494	0.000245929	0.000362	4.51E-05	6.36438E-05	181671.45	30714.75	68.27	3992918
Los Angeles (SC)	2020 OFF - AirGrSupp - Other	Aggregated	50	Nat Gas	0	0	0.00019066	0.020854987	0.0074493	1.203975776	0	0	0.000107	0	0	64393.3	23641.05	23.18	1182053
Los Angeles (SC)	2020 OFF - AirGrSupp - Other GSE	Aggregated	50	Gasoline	0.002162108	0.001988707	0.002379268	0.138878788	0.004466368	1.331502379	9.17926E-05	6.93544E-05	0.000102	1.62E-05	2.06545E-05	58958.45	22516.85	122.8	1125843
Los Angeles (SC)	2020 OFF - AirGrSupp - Passenger Stand	Aggregated	175	Gasoline	0.000839688	0.000772345	0.000924025	0.059327691	0.007598663	1.785985769	0.000128036	9.67384E-05	0.000142	1.58E-05	2.49445E-05	71204.2	10639.75	56.6	1331033
Los Angeles (SC)	2020 OFF - AirGrSupp - Passenger Stand	Aggregated	175	Nat Gas	0	0	1.59293E-07	0.00011987	1.63778E-05	0.004880605	0	0	4.34E-07	0	0	259.15	0	2.05	0
Los Angeles (SC)	2020 OFF - AirGrSupp - Service Truck	Aggregated	300	Gasoline	0.014056351	0.012929032	0.015468157	0.662129931	0.084767676	15.67068605	0.001156034	0.000873448	0.001284	0.00016	0.000222202	634275.1	196895.6	233.91	35441208
Los Angeles (SC)	2020 OFF - AirGrSupp - Service Truck	Aggregated	300	Nat Gas	0	0	0.000153984	0.078121191	0.007440407	2.18795211	0	0	0.000195	0	0	119931.7	29820.5	22.92	5367690
Los Angeles (SC)	2020 OFF - AirGrSupp - Sweeper	Aggregated	50	Nat Gas	0	0	1.46404E-06	0.000321903	0.000108886	0.026655319	0	0	2.37E-06	0	0	1412.55	565.75	2.04	25458.75
Los Angeles (SC)	2020 OFF - AirGrSupp - Sweeper	Aggregated	100	Gasoline	0.000124346	0.000114374	0.000136836	0.005433936	0.000544596	0.125749859	8.76758E-06	6.6244E-06	9.74E-06	1.04E-06	1.78632E-06	5099.05	1963.7	5.42	104665.2
Los Angeles (SC)	2020 OFF - AirGrSupp - Water Truck	Aggregated	175	Gasoline	0.000166433	0.000153085	0.000183149	0.010581881	0.001355817	0.30546469	2.18986E-05	1.65456E-05	2.43E-05	3.03E-06	4.27719E-06	12209.25	4474.9	14.42	671235
Los Angeles (SC)	2020 OFF - ConstMin - Asphalt Pavers	Aggregated	25	Gasoline	0.003628932	0.003337892	0.003993419	0.152281144	0.002651133	0.245030898	0.001848687	0.001396786	0.002054	6.36E-06	6.62101E-06	18899.7	16640.35	41.97	286276.8
Los Angeles (SC)	2020 OFF - ConstMin - Asphalt Pavers	Aggregated	50	Gasoline	0.000663857	0.000610615	0.000730534	0.042838429	0.000967548	0.310399536	2.13987E-05	1.61679E-05	2.38E-05	3.77E-06	5.03928E-06	14384.65	6212.3	15.85	198793.6
Los Angeles (SC)	2020 OFF - ConstMin - Asphalt Pavers	Aggregated	100	Gasoline	0.000353108	0.000324788	0.000388573	0.013330418	0.000967203	0.321366371	2.24064E-05	1.69293E-05	2.49E-05	3.1E-06	4.55466E-06	13001.3	3412.75	8.67	208177.7
Los Angeles (SC)	2020 OFF - ConstMin - Bore/Drill Rigs	Aggregated	25	Gasoline	0.001292763	0.001189083	0.001422607	0.056685437	0.000933258	0.090840522	0.000685365	0.000517832	0.000762	2.33E-06	2.45635E-06	7011.65	5321.7	42.92	88665.8
Los Angeles (SC)	2020 OFF - ConstMin - Bore/Drill Rigs	Aggregated	25	Diesel	0.000166361	0.000197983	0.00023956	0.000893263	0.00151148	0.199820849	5.68945E-05	5.23429E-05	5.69E-05	2.64E-06	1.67209E-06	6646.65	10011.95	12.34	155201.7
Los Angeles (SC)	2020 OFF - ConstMin - Bore/Drill Rigs	Aggregated	50	Gasoline	5.14807E-05	4.73519E-05	5.66513E-05	0.002699893	9.48256E-05	0.031424345	2.16637E-06	1.63681E-06	2.41E-06	3.82E-07	4.73112E-07	1350.5	518.3	4.88	16585.6
Los Angeles (SC)	2020 OFF - ConstMin - Bore/Drill Rigs	Aggregated	100	Gasoline	0.000332185	0.000305544	0.000365549	0.010084553	0.001217492	0.392275273	2.73504E-05	2.06647E-05	3.04E-05	3.79E-06	5.42161E-06	15476	2412.65	22.53	212313.2
Los Angeles (SC)	2020 OFF - ConstMin - Bore/Drill Rigs	Aggregated	175	Gasoline	7.28463E-05	6.70041E-05	8.01629E-05	0.004379819	0.000475029	0.135211976	9.69326E-06	7.3238E-06	1.08E-05	1.34E-06	1.8835E-06	5376.45	591.3	5.55	74503.8
Los Angeles (SC)	2020 OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Gasoline	0.052052695	0.047878069	0.057280816	1.75949402	0.034128665	3.158596324	0.01770241	0.013375154	0.019669	9.5E-05	8.13791E-05	232296.95	595274.85	6464.87	4127767
Los Angeles (SC)	2020 OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Diesel	0.000421433	0.00050154	0.000606863	0.002931695	0.003784561	0.511762581	0.000150406	0.000138373	0.00015	7.67E-06	4.29179E-06	17060.1	51581.8	171.82	532330.6
Los Angeles (SC)	2020 OFF - ConstMin - Concrete/Industrial Saws	Aggregated	25	Gasoline	0.039597223	0.036421525	0.043574328	1.639952641	0.030261356	2.733185519	0.020117957	0.015200234	0.022353	7.52E-05	7.25613E-05	207126.55	258587.9	909.94	2701861
Los Angeles (SC)	2020 OFF - ConstMin - Concrete/Industrial Saws	Aggregated	25	Diesel	1.38123E-05	1.64378E-05	1.98897E-05	6.78863E-05	0.000125687	0.016487091	4.69634E-06	4.32063E-06	4.7E-06	2.09E-07	1.37734E-07	547.5	737.3	1.23	13271.4
Los Angeles (SC)	2020 OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Gasoline	0.000807144	0.000742411	0.000888212	0.059979472	0.001300899	0.72108927	4.97112E-05	3.75596E-05	5.52E-05	8.77E-06	1.08483E-05	30966.6	11165.35	18.29	390787.3
Los Angeles (SC)	2020 OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Diesel	0.000252095	0.000300014	0.000363017	0.002075315	0.001914211	0.259119315	9.66143E-05	8.88851E-05	9.66E-05	3.35E-06	2.18354E-06	8679.7	6263.4	10.79	206692.2
Los Angeles (SC)	2020 OFF - ConstMin - Concrete/Industrial Saws	Aggregated	100	Gasoline	0.000331705	0.000305103	0.000365022	0.016347895	0.000832707	0.77062346	5.37297E-05	4.05958E-05	5.97E-05	7.45E-06	1.05683E-05	30167.25	6398.45	10.48	422297.7
Los Angeles (SC)	2020 OFF - ConstMin - Cranes	Aggregated	50	Gasoline	0.00023415	0.000215371	0.000257667	0.014399656	0.000358954	0.09527312	6.56804E-06	4.96252E-06	7.3E-06	1.16E-06	1.57534E-06	4496.8	2317.75	5.55	85756.75
Los Angeles (SC)	2020 OFF - ConstMin - Cranes	Aggregated	100	Gasoline	0.000496138	0.000456347	0.000545969	0.017579968	0.001399826	0.37681108	2.62722E-05	1.98501E-05	2.92E-05	3.64E-06	5.38453E-06	15370.15	4620.9	11.17	341946.6
Los Angeles (SC)	2020 OFF - ConstMin - Cranes	Aggregated	175	Gasoline	2.10023E-05	1.93179E-05	2.31117E-05	0.000890287	0.000105502	0.024761655	1.77515E-06	1.34122E-06	1.97E-06	2.46E-07	3.46523E-07	989.15	200.75	0.45	25093.75
Los Angeles (SC)	2020 OFF - ConstMin - Crushing/Proc. Equipment	Aggregated	25	Gasoline	0.00058132	0.000534699	0.000639708	0.024708957	0.000440422	0.040447889	0.000305168	0.000230571	0.000339	1.08E-06	1.08176E-06	3087.9	3113.45	10.78	36656.95
Los Angeles (SC)	2020 OFF - ConstMin - Crushing/Proc. Equipment	Aggregated	100	Gasoline	0.000312821	0.000287732	0.00034424	0.010359148	0.001003024	0.297770193	2.07613E-05	1.56863E-05	2.31E-05	2.88E-06	4.18001E-06	11931.85	1565.85	6.47	150321.6
Los Angeles (SC)	2020 OFF - ConstMin - Dumpers/Tenders	Aggregated	25	Gasoline	0.004775355	0.004392372	0.005254987	0.171757692	0.003313792	0.297333056	0.001962376	0.001482684	0.00218	8.48E-06	7.78077E-06	22210.25	64258.25	430.84	559380.7
Los Angeles (SC)	2020 OFF - ConstMin - Dumpers/Tenders	Aggregated	25	Diesel	4.29004E-05	5.10551E-05	6.17766E-05	0.000210755	0.000390589	0.051184651	1.48858E-05	1.36949E-05	1.49E-05	6.49E-07	4.27893E-07	1700.9	4909.25	7.4	78548
Los Angeles (SC)	2020 OFF - ConstMin - Dumpers/Tenders	Aggregated	100	Gasoline	2.83328E-05	2.60606E-05	3.11786E-05	0.000874098	0.00010152	0.032298327	2.25192E-06	1.70145E-06	2.5E-06	3.12E-07	4.44981E-07	1270.2	518.3	4.01	34207.8
Los Angeles (SC)	2020 OFF - ConstMin - Excavators	Aggregated	25	Diesel	0.000300593	0.000357731	0.000432854	0.001477389	0.002735292	0.358803574	0.000102205	9.40286E-05	0.000102	4.55E-06	3.00076E-06	11928.2	15939.55	11.4	366609.7
Los Angeles (SC)	2020 OFF - ConstMin - Other Construction Equipment	Aggregated	25	Diesel	0.000969264	0.001153505	0.001395741	0.006844226	0.008755451	1.191188481	0.000339277	0.000312135	0.000339	1.79E-05	9.98754E-06	39701.05	82442.55	119.39	1119481
Los Angeles (SC)	2020 OFF - ConstMin - Other Construction Equipment	Aggregated	175	Gasoline	0.000309388	0.000284575	0.000340463	0.026348498	0.001020595	0.797585782	5.71784E-05	4.32015E-05	6.35E-05	7.92E-06	1.11335E-05	31780.55	5788.9	15.61	729401.4
Los Angeles (SC)	2020 OFF - ConstMin - Pavers	Aggregated	25	Diesel	8.14593E-05	9.69433E-05	0.000117301	0.0003998	0.00074248	0.097096664	2.8664E-05	2.63709E-05	2.87E-05	1.23E-06	8.13548E-07	3233.9	3810.6	4.63	91454.4
Los Angeles (SC)	2020 OFF - ConstMin - Paving Equipment	Aggregated	25	Gasoline	0.083648178	0.076939594	0.092049717	3.046902569	0.061501075	5.453918751	0.034788675	0.026284776	0.038654	0.00016	0.000140353	400638.6	869473.8	4596.2	7127574
Los Angeles (SC)	2020 OFF - ConstMin - Paving Equipment	Aggregated	25	Diesel	9.63489E-05	0.000114663	0.000138742	0.000473546	0.000876741	0.115006999	3.27426E-05	3.01232E-05	3.27E-05	1.46E-06	9.61382E-07	3821.55	6657.6	8.03	126494.4
Los Angeles (SC)	2020 OFF - ConstMin - Paving Equipment	Aggregated	50	Gasoline	0.00049585	0.000456083	0.000545652	0.034598958	0.000816696	0.391359761	2.698E-05	2.03849E-05	3E-05	4.76E-06	5.9318E-06	16932.35	7573.75	43.27	280228.8
Los Angeles (SC)	2020 OFF - ConstMin - Paving Equipment	Aggregated	100	Gasoline	9.54559E-05	8.78003E-05	0.000105043	0.004192105	0.000270763	0.177901654	1.24037E-05	9.37171E-06	1.38E-05	1.72E-06	2.44995E-06	6993.4	1960.05	11.14	129363.3
Los Angeles (SC)	2020 OFF - ConstMin - Plate Compactors	Aggregated	25	Gasoline	0.035277194	0.032447963	0.0388204	1.138401125	0.024287961	2.156110384	0.011781768	0.008901781	0.013091	6.57E-05	5.42314E-05	154803.8	492520.05	2540.68	3022711
Los Angeles (SC)	2020 OFF - ConstMin - Plate Compactors	Aggregated	25	Diesel	0.000284671	0.000338782	0.000409926	0.002150227	0.002567111	0.352153906	0.000100311	9.2286E-05	0.0001	5.48E-06	2.95393E-06	11742.05	59648.3	99.32	477186.4
Los Angeles (SC)	2020 OFF - ConstMin - Rollers	Aggregated	25	Gasoline	0.018009213	0.016564874	0.01981804	0.74323553	0.01332063	1.22561857	0.008922327	0.006741314	0.009914	3.3E-05	3.27163E-05	93388.9	123844.5	497.28	1524225
Los Angeles (SC)	2020 OFF - ConstMin - Rollers	Aggregated	25	Diesel	0.001738205	0.002068608	0.002503015	0.010938098	0.015742785	2.114211228	0.000602085	0.000553918	0.000602	3.01E-05	1.77098E-05	70397.55	184095.05	264.67	2199647
Los Angeles (SC)	2020 OFF - ConstMin - Rollers	Aggregated	50	Gasoline	0.001131608	0.001040853	0.001245265	0.073354763	0.001606575	0.37612977	2.593E-05	1.95916E-05	2.88E-05	4.57E-06	6.57498E-06	18768.3	6931.35	11.17	256460
Los Angeles (SC)	2020 OFF - ConstMin - Rollers	Aggregated	100	Gasoline	0.002313672	0.002128115	0.002546054	0.086093742	0.005847102	1.417256385	9.88145E-05	7.46599E-05	0.00011	1.37E-05	2.07006E-05	59089.85	13034.15	20.98	977561.3
Los Angeles (SC)	2020 OFF - ConstMin - Rough Terrain Forklifts	Aggregated	50	Gasoline	0.000158361	0.00014566	0.000174266	0.009732534	0.000242982	0.064576001	4.45181E-06	3.36359E-06	4.95E-06	7.85E-07	1.06258E-06	3033.15	919.8	2.23	43230.6
Los Angeles (SC)	2020 OFF - ConstMin - Rough Terrain Forklifts	Aggregated	100	Gasoline	0.002153965	0.001981217	0.002370307	0.076276704	0.006084944	1.639735889	0.000114326	8.63799E-05	0.000127	1.58E-05	2.34331E-05	66889.9	13092.55	31.69	1112867
Los Angeles (SC)	2020 OFF - ConstMin - Rough Terrain Forklifts	Aggregated	175	Gasoline	7.93767E-05	7.30107E-05	8.73493E-05	0.003370596	0.000399231	0.093808599	6.72508E-06	5.08117E-06	7.47E-06	9.32E-07	1.31704E-06	3759.5	459.9	1.13	65305.8
Los Angeles (SC)	2020 OFF - ConstMin - Rubber Tired Loaders	Aggregated	25	Diesel	8.02903E-05	9.55521E-05	0.000115618	0.00039462	0.000730613	0.095838669	2.72996E-05	2.51156E-05	2.73E-05	1.22E-06	8.01611E-07	3186.45	4131.8	4.32	103295
Los Angeles (SC)	2020 OFF - ConstMin - Rubber Tired Loaders	Aggregated	50	Gasoline	0.000373211	0.000343279	0.000410696	0.024033732	0.000529223	0.145997863	1.0065E-05	7.60464E-06	1.12E-05	1.78E-06	2.45507E-06	7008	2850.65	5.59	114026
Los Angeles (SC)	2020 OFF - ConstMin - Rubber Tired Loaders	Aggregated	100	Gasoline	0.002341042	0.00215329	0.002576174	0.087225134	0.006122586	1.725362312	0.000120296	9.08906E-05	0.000134	1.67E-05	2.48077E-05	70813.65	18972.7	37.04	1366034
Los Angeles (SC)	2020 OFF - ConstMin - Signal Boards	Aggregated	25	Gasoline	0.000899781	0.000827618	0.000990154	0.037021848	0.000715568	0.063336272	0.000460107	0.000347636	0.000511	1.82E-06	1.65845E-06	4734.05	8216.15	30.97	64240
Los Angeles (SC)	2020 OFF - ConstMin - Signal Boards	Aggregated	25	Diesel	0.0044492	0.005294916	0.006406848	0.033606522	0.040122119	5.5039157	0.001567788	0.001442365	0.001568	8.56E-05	4.61665E-05	183514.7	651802.4	868.32	3910814
Los Angeles (SC)	2020 OFF - ConstMin - Signal Boards	Aggregated	50	Diesel	0.000110142	0.000131078	0.000158605	0.000896338	0.000833101	0.114536811	4.14969E-05	3.81772E-05	4.15E-05	1.48E-06	9.65973E-07	3839.8	2317.75	4.32	85756.75
Los Angeles (SC)	2020 OFF - ConstMin - Skid Steer Loaders	Aggregated	25	Gasoline	0.059216347	0.054467196	0.065163977	2.476092378	0.042231337	3.947316043	0.029781352	0.022501466	0.03309	0.0001	0.000107146	305848.1	277261.3	868.43	5247543
Los Angeles (SC)	2020 OFF - ConstMin - Skid Steer Loaders	Aggregated	25	Diesel	0.008043239	0.009572119	0.011582264	0.038885021	0.072374538	9.333121493	0.002943787	0.002708284	0.002944	0.000118	7.80767E-05	310359.5	494356	592.25	9887120
Los Angeles (SC)	2020 OFF - ConstMin - Skid Steer Loaders	Aggregated	50	Gasoline	0.002471257	0.002273062	0.002719467	0.193688965	0.003859155	2.072080958	0.000142847	0.000107929	0.000159	2.52E-05	3.16256E-05	90275.45	47201.8	152.13	1510458
Los Angeles (SC)	2020 OFF - ConstMin - Skid Steer Loaders	Aggregated	100	Gasoline	0.00142047	0.001306549	0.001563141	0.074530393	0.003579868	3.064190926	0.000213643	0.000161419	0.000237	2.96E-05	4.2231E-05	120548.55	28232.75	91.01	2258620
Los Angeles (SC)	2020 OFF - ConstMin - Surfacing Equipment	Aggregated	25	Gasoline	0.040282331	0.037051688	0.044328248	1.513727028	0.031196472	2.624426241	0.018374675	0.013883088	0.020416	7.58E-05	6.85258E-05	195607.15	530717.3	1240.44	4129712
Los Angeles (SC)	2020 OFF - ConstMin - Tampers/Rammers	Aggregated	25	Gasoline	0.004626356	0.004255323	0.005091023	0.215807926	0.003920086	0.407522532	0.003074639	0.002323061	0.003416	1.63E-05	1.01489E-05	28970.05	135363.9	743.14	571294.4
Los Angeles (SC)	2020 OFF - ConstMin - Tractors/Loaders/Backhoes	Aggregated	25	Diesel	0.001491694	0.00177524	0.00214804	0.007331548	0.013573892	1.780563716	0.00051097	0.000470092	0.000511	2.26E-05	1.48918E-05	59195.7	82008.2	86.99	1886189
Los Angeles (SC)	2020 OFF - ConstMin - Tractors/Loaders/Backhoes	Aggregated	100	Gasoline	0.001067082	0.000981502	0.001174259	0.069325703	0.002733432	1.208814601	8.42815E-05	6.36793E-05	9.36E-05	1.17E-05	1.75167E-05	50001.35	17089.3	19.63	1076626
Los Angeles (SC)	2020 OFF - ConstMin - Trenchers	Aggregated	25	Gasoline	0.036498391	0.03357122	0.040164253	1.50904603	0.027336655	2.45395915	0.018514408	0.013988664	0.020572	6.52E-05	6.59633E-05	188292.55	193676.3	445.87	2866798
Los Angeles (SC)	2020 OFF - ConstMin - Trenchers	Aggregated	25	Diesel	0.000702906	0.000836516	0.001012184	0.003808297	0.006385229	0.844841384	0.000240653	0.0002214	0.000241	1.12E-05	7.07033E-06	28105	29386.15	47.5	656507.3
Los Angeles (SC)	2020 OFF - ConstMin - Trenchers	Aggregated	50	Gasoline	0.004633542	0.004261932	0.00509893	0.283745068	0.007144412	1.912429268	0.000131841	9.96133E-05	0.000146	2.33E-05	3.15067E-05	89936	40821.6	101.48	1224648
Los Angeles (SC)	2020 OFF - ConstMin - Trenchers	Aggregated	100	Gasoline	0.001790249	0.001646671	0.00197006	0.063182435	0.005092942	1.38059696	9.62585E-05	7.27287E-05	0.000107	1.33E-05	1.97058E-05	56250.15	13548.8	33.68	894220.8
Los Angeles (SC)	2020 OFF - Industrial - Aerial Lifts	Aggregated	25	Gasoline	0.019162178	0.017625371	0.021086808	0.793275423	0.013669726	1.263711306	0.009534335	0.00720372	0.010594	3.21E-05	3.43236E-05	97976.95	112299.55	299.18	2118252
Los Angeles (SC)	2020 OFF - Industrial - Aerial Lifts	Aggregated	25	Diesel	0.002105765	0.002506034	0.003032301	0.011897123	0.018839247	2.469063822	0.000764075	0.000702949	0.000764	3.36E-05	2.06738E-05	82179.75	178915.7	448.01	3127576
Los Angeles (SC)	2020 OFF - Industrial - Aerial Lifts	Aggregated	25	Nat Gas	0	0	0.001723936	0.460152103	0.012662369	2.708228297	0	0	0.001391	0	0	181010.8	153190.5	408.14	2889683
Los Angeles (SC)	2020 OFF - Industrial - Aerial Lifts	Aggregated	50	Gasoline	0.005952794	0.00547538	0.006550687	0.491684712	0.009053023	4.635463806	0.000319565	0.000241449	0.000355	5.64E-05	7.19872E-05	205487.7	129085.9	357.3	4259835
Los Angeles (SC)	2020 OFF - Industrial - Aerial Lifts	Aggregated	100	Gasoline	0.004698751	0.004321911	0.005170689	0.261561488	0.01197072	9.30566245	0.000648813	0.000490214	0.000721	8.99E-05	0.000129006	368248.5	129085.9	357.3	8648755
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	25	Gasoline	0.000565331	0.000519991	0.000622112	0.034955345	0.000476401	0.055258034	2.77937E-05	2.09997E-05	3.09E-05	1.4E-06	1.49094E-06	4255.9	6175.8	6.84	142043.4
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	25	Nat Gas	0	0	8.33823E-05	0.013205992	0.000368729	0.068859088	0	0	4.53E-05	0	0	4803.4	4898.3	3.91	112660.9
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	50	Gasoline	0.151109336	0.138990367	0.166286606	17.89279849	0.352518452	62.4619593	0.004306072	0.003253476	0.004785	0.000759	0.001208557	3449830.35	2146703.7	1191.57	88014852
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	50	Nat Gas	0	0	0.011523584	1.918192561	0.501769215	119.7316787	0	0	0.010648	0	0	6377823.85	4777576.25	2651.92	1.96E+08
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	100	Gasoline	0.318919711	0.29334235	0.350951688	30.441011	1.587174923	370.0363363	0.025799819	0.019493197	0.028666	0.003575	0.005554473	15855264.2	7533424.8	4181.61	5.27E+08
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	100	Nat Gas	0	0	0.068365982	32.33635244	3.240862945	717.450126	0	0	0.063805	0	0	39911388.55	16767804.35	9307.39	1.17E+09
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	175	Gasoline	0.016658086	0.015322107	0.018331207	1.159643012	0.097927666	27.43325803	0.001966672	0.00148593	0.002185	0.000273	0.000388557	1109136.45	275326.8	152.84	40197713
Los Angeles (SC)	2020 OFF - Industrial - Forklifts	Aggregated	175	Nat Gas	0	0	0.003137721	1.89488003	0.161455937	54.76058888	0	0	0.00487	0	0	2995631.65	613616.1	340.6	89587951

Los Angeles (SC)	2020 OFF - Industrial - Other General Industrial Equipment	Aggregated	25	Gasoline	0.015825937	0.014556697	0.017415478	0.969612495	0.012837513	1.603132953	0.000772807	0.000583898	0.000859	4.44E-05	4.2309E-05	120771.2	216722.4	558.49	2289127
Los Angeles (SC)	2020 OFF - Industrial - Other General Industrial Equipment	Aggregated	25	Diesel	0.00252689	0.003007208	0.003638721	0.014318499	0.023538685	3.12008626	0.000888755	0.000817655	0.000889	4.17E-05	2.61116E-05	103795.05	197844.6	138.71	3564692
Los Angeles (SC)	2020 OFF - Industrial - Other General Industrial Equipment	Aggregated	50	Gasoline	0.004678127	0.004302941	0.005147993	0.451406696	0.01046984	3.120839794	0.000215148	0.000162556	0.000239	3.79E-05	5.10091E-05	145605.8	81431.5	114.12	2442945
Los Angeles (SC)	2020 OFF - Industrial - Other General Industrial Equipment	Aggregated	100	Gasoline	0.001446952	0.001330906	0.001592282	0.105991411	0.008613243	2.670343569	0.000186183	0.000140671	0.000207	2.58E-05	3.76687E-05	107525.35	26761.8	37.51	2114182
Los Angeles (SC)	2020 OFF - Industrial - Other General Industrial Equipment	Aggregated	175	Gasoline	0.000203154	0.000186861	0.000223558	0.019570422	0.001732035	0.553562413	3.96845E-05	2.99839E-05	4.41E-05	5.5E-06	7.75392E-06	22133.6	2595.15	3.63	451556.1
Los Angeles (SC)	2020 OFF - Industrial - Other Material Handling Equipment	Aggregated	50	Gasoline	7.20618E-05	6.62825E-05	7.92996E-05	0.00487571	0.000139412	0.032032252	2.20827E-06	1.66847E-06	2.45E-06	3.89E-07	5.31931E-07	1518.4	616.85	1.63	25290.85
Los Angeles (SC)	2020 OFF - Industrial - Other Material Handling Equipment	Aggregated	100	Gasoline	0.002100283	0.001931841	0.002311234	0.084140135	0.008616899	1.845882195	0.000128699	9.72395E-05	0.000143	1.78E-05	2.63268E-05	75149.85	27575.75	71.36	1489090
Los Angeles (SC)	2020 OFF - Industrial - Sweepers/Scrubbers	Aggregated	25	Gasoline	0.012075784	0.011107306	0.013288664	0.779301085	0.009877495	1.264492986	0.000590878	0.000446441	0.000657	3.33E-05	3.36523E-05	96060.7	106138.35	392.75	1373283
Los Angeles (SC)	2020 OFF - Industrial - Sweepers/Scrubbers	Aggregated	25	Diesel	0.000503229	0.000598884	0.00072465	0.003089318	0.004755948	0.634369139	0.0001807	0.000166244	0.000181	8.74E-06	5.30826E-06	21100.65	29382.5	45.16	543576.3
Los Angeles (SC)	2020 OFF - Industrial - Sweepers/Scrubbers	Aggregated	50	Gasoline	0.012941411	0.01190351	0.014241234	1.124145175	0.028342706	10.08750461	0.000695424	0.000525431	0.000773	0.000123	0.000157782	450388.1	171601.1	332.26	6006039
Los Angeles (SC)	2020 OFF - Industrial - Sweepers/Scrubbers	Aggregated	100	Gasoline	0.007552135	0.006946453	0.008310663	0.480802136	0.048116406	16.18002434	0.00112811	0.00085235	0.001253	0.000156	0.000224814	641732.05	143277.1	277.42	9742843
Los Angeles (SC)	2020 OFF - Industrial - Sweepers/Scrubbers	Aggregated	175	Gasoline	5.84932E-05	5.3802E-05	6.43682E-05	0.006366573	0.000570041	0.188359513	1.35034E-05	1.02025E-05	1.5E-05	1.87E-06	2.6328E-06	7515.35	835.85	1.59	117019
Los Angeles (SC)	2020 OFF - Light Commercial - Air Compressors	Aggregated	25	Gasoline	0.121939634	0.112160076	0.134187129	2.81420495	0.073162076	6.178716931	0.023532165	0.017779858	0.026147	0.000193	0.000147232	420275.6	1380305.9	2855.36	8507237
Los Angeles (SC)	2020 OFF - Light Commercial - Air Compressors	Aggregated	25	Diesel	0.000567132	0.000674934	0.00081667	0.002865532	0.004830454	0.602022824	0.000231713	0.000213176	0.000232	7.99E-06	5.04289E-06	20045.8	36573	44.96	730452.6
Los Angeles (SC)	2020 OFF - Light Commercial - Air Compressors	Aggregated	50	Gasoline	0.007099214	0.006529857	0.007812252	0.444888699	0.010078143	2.651705084	0.000182806	0.00013812	0.000203	3.22E-05	4.47922E-05	127859.5	57188.2	118.32	2001587
Los Angeles (SC)	2020 OFF - Light Commercial - Air Compressors	Aggregated	50	Diesel	0.008579539	0.01021036	0.012354536	0.061916118	0.052510917	6.734255154	0.003073248	0.002827388	0.003073	8.71E-05	5.69144E-05	226237.95	220938.15	271.4	8174712
Los Angeles (SC)	2020 OFF - Light Commercial - Air Compressors	Aggregated	100	Gasoline	0.024546964	0.022578298	0.027012437	0.884184244	0.064633993	17.00388563	0.001185552	0.00089575	0.001317	0.000164	0.000245071	699555.35	185441.9	383.62	12980933
Los Angeles (SC)	2020 OFF - Light Commercial - Air Compressors	Aggregated	175	Gasoline	0.001965394	0.001807769	0.002162796	0.078229035	0.009248118	2.129623526	0.000152671	0.000115352	0.00017	2.12E-05	2.99544E-05	85504.9	12475.7	25.8	1671744
Los Angeles (SC)	2020 OFF - Light Commercial - Gas Compressors	Aggregated	50	Nat Gas	0	0	0.000394387	0.06985413	0.014320768	4.756812	0	0	0.000364	0	0	252744.25	73927.1	8.7	2365667
Los Angeles (SC)	2020 OFF - Light Commercial - Gas Compressors	Aggregated	100	Nat Gas	0	0	0.002150615	1.117078	0.08473972	26.730829	0	0	0.002071	0	0	1479115.05	152785.35	17.98	13445111
Los Angeles (SC)	2020 OFF - Light Commercial - Gas Compressors	Aggregated	175	Nat Gas	0	0	0.000599797	0.22724541	0.022675949	6.9567853	0	0	0.000554	0	0	379855.5	24644.8	2.9	3598141
Los Angeles (SC)	2020 OFF - Light Commercial - Gas Compressors	Aggregated	300	Nat Gas	0	0	0.000461433	0.2614879	0.021936431	7.1698626	0	0	0.000638	0	0	393407.95	19713.65	2.32	4139867
Los Angeles (SC)	2020 OFF - Light Commercial - Gas Compressors	Aggregated	600	Nat Gas	0	0	0.000649851	0.36826207	0.030893802	10.097557	0	0	0.000898	0	0	554051.75	17249.9	2.03	5830466
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	25	Gasoline	0.943966029	0.868259953	1.038777033	48.66986548	0.651693691	81.5153749	0.053976691	0.040782389	0.059974	0.002233	0.002145871	6125397.15	8617230.25	74999.12	92430866
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	25	Diesel	0.013319775	0.015851633	0.019180476	0.082030334	0.126120205	15.74289012	0.005857164	0.005388591	0.005857	0.00022	0.000131898	524304.25	862031.45	2553.52	12395601
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	50	Gasoline	0.035814644	0.032942309	0.039411831	2.045060228	0.074743123	23.01796815	0.001586838	0.001198944	0.001763	0.00028	0.000349557	997811.45	447161.5	3893.23	14309168
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	50	Diesel	0.016495783	0.019631345	0.023753928	0.132578173	0.134687264	18.6388118	0.006618888	0.006089377	0.006619	0.000241	0.00015666	622733.8	444719.65	1317.38	14675748
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	100	Gasoline	0.008784466	0.008079952	0.009666769	0.298855827	0.04667946	11.40103528	0.000794908	0.000600597	0.000883	0.00011	0.000157771	450358.9	86359	751.89	7167797
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	100	Nat Gas	0	0	4.06659E-05	0.023247876	0.002906162	0.739201074	0	0	6.57E-05	0	0	40241.25	6438.6	55.98	534403.8
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	175	Gasoline	0.000860264	0.000791271	0.000946669	0.059609415	0.008251639	1.84289389	0.000132116	9.98209E-05	0.000147	1.83E-05	2.57053E-05	73375.95	8161.4	71.03	1191564
Los Angeles (SC)	2020 OFF - Light Commercial - Generator Sets	Aggregated	175	Nat Gas	0	0	4.58817E-05	0.027855057	0.004064441	1.077953504	0	0	9.59E-05	0	0	58162.75	5325.35	46.42	777501.1
Los Angeles (SC)	2020 OFF - Light Commercial - Pressure Washers	Aggregated	25	Gasoline	0.099540251	0.091557123	0.109537974	3.550563666	0.050863916	6.866031614	0.009508807	0.007184432	0.010565	0.000206	0.000170434	486504.85	899582.65	7829.32	6228495
Los Angeles (SC)	2020 OFF - Light Commercial - Pressure Washers	Aggregated	25	Diesel	7.28161E-05	8.66572E-05	0.000104855	0.000514136	0.000712235	0.088932631	3.34483E-05	3.07725E-05	3.34E-05	1.32E-06	7.44681E-07	2960.15	12227.5	84.37	172820.2
Los Angeles (SC)	2020 OFF - Light Commercial - Pressure Washers	Aggregated	50	Gasoline	0.000317246	0.000291803	0.000349109	0.019182777	0.000549697	0.233055671	1.60666E-05	1.21392E-05	1.79E-05	2.83E-06	3.50486E-06	10004.65	4004.05	34.81	116117.5
Los Angeles (SC)	2020 OFF - Light Commercial - Pressure Washers	Aggregated	50	Diesel	5.72144E-05	6.80898E-05	8.23887E-05	0.00053938	0.000621721	0.089559677	2.62565E-05	2.4156E-05	2.63E-05	1.16E-06	7.49272E-07	2978.4	4573.45	31.6	173791.1
Los Angeles (SC)	2020 OFF - Light Commercial - Pumps	Aggregated	25	Gasoline	0.303618378	0.279268184	0.334113504	10.22746475	0.207718635	18.96537968	0.118045824	0.089190178	0.131162	0.000578	0.000481105	1373316.15	3819487.75	17306.08	21193221
Los Angeles (SC)	2020 OFF - Light Commercial - Pumps	Aggregated	25	Diesel	0.007472876	0.00889334	0.010760942	0.043911605	0.064973006	8.081905065	0.003196231	0.002940533	0.003196	0.000116	6.77742E-05	269406.5	579039.65	1438.58	6363578
Los Angeles (SC)	2020 OFF - Light Commercial - Pumps	Aggregated	50	Gasoline	0.005466422	0.005028015	0.006015464	0.3603269	0.008757575	3.47509277	0.00023957	0.000181008	0.000266	4.23E-05	5.38542E-05	153727.05	68674.75	311.14	2128917
Los Angeles (SC)	2020 OFF - Light Commercial - Pumps	Aggregated	50	Diesel	0.010556281	0.012562847	0.015201045	0.0815946	0.079873223	10.90903726	0.004100861	0.003772792	0.004101	0.000141	9.17867E-05	364857.65	232150.95	576.79	8589585
Los Angeles (SC)	2020 OFF - Light Commercial - Pumps	Aggregated	100	Gasoline	0.009695041	0.008917499	0.010668802	0.384517148	0.02865614	13.06532308	0.000910946	0.00068827	0.001012	0.000126	0.000181658	518544.55	87052.5	394.38	8095883
Los Angeles (SC)	2020 OFF - Light Commercial - Pumps	Aggregated	175	Gasoline	0.000309279	0.000284475	0.000340343	0.019797961	0.001452751	0.593147037	4.25223E-05	3.2128E-05	4.72E-05	5.89E-06	8.28841E-06	23659.3	2620.7	11.88	377380.8
Los Angeles (SC)	2020 OFF - Light Commercial - Welders	Aggregated	25	Gasoline	0.296344102	0.272577305	0.326108608	12.30981431	0.214682749	19.7713009	0.149168719	0.112705254	0.165743	0.000511	0.000534738	1526411.75	1903945.85	9165	29891591
Los Angeles (SC)	2020 OFF - Light Commercial - Welders	Aggregated	25	Diesel	0.006629774	0.007889979	0.009546875	0.036256208	0.057061458	7.104559956	0.00277284	0.002551013	0.002773	9.8E-05	5.95469E-05	236702.5	604666.3	941.5	9198880
Los Angeles (SC)	2020 OFF - Light Commercial - Welders	Aggregated	50	Gasoline	0.013372462	0.01229999	0.014715578	0.751707415	0.022307845	6.972633415	0.000480687	0.000363186	0.000534	8.48E-05	0.000108784	310523.75	128428.9	618.23	5779301
Los Angeles (SC)	2020 OFF - Light Commercial - Welders	Aggregated	50	Diesel	0.037003452	0.044037167	0.053284972	0.26696803	0.236254955	30.94957421	0.013473249	0.012395389	0.013473	0.0004	0.000261219	1038359.3	871156.45	1356.51	40073197
Los Angeles (SC)	2020 OFF - Light Commercial - Welders	Aggregated	100	Gasoline	0.01103137	0.010146654	0.01213935	0.358201775	0.03556108	10.94579638	0.000763167	0.000576615	0.000848	0.000106	0.000153102	437029.1	131078.8	630.96	9175516
Los Angeles (SC)	2020 OFF - Light Commercial - Welders	Aggregated	175	Gasoline	0.000873612	0.000803548	0.000961356	0.04556154	0.005021014	1.362833278	9.77006E-05	7.38183E-05	0.000109	1.35E-05	1.90523E-05	54385	9030.1	43.48	1173913
Los Angeles (SC)	2020 OFF - Military - A/C unit	Aggregated	100	Diesel	7.44125E-05	8.8557E-05	0.000107154	0.001023936	0.000970998	0.173547773	5.40441E-05	4.97206E-05	5.4E-05	2.04E-06	1.45171E-06	5770.65	1660.75	5.54	167735.8
Los Angeles (SC)	2020 OFF - Military - A/C unit	Aggregated	300	Diesel	3.57114E-05	4.24996E-05	5.14245E-05	0.000270435	0.000536654	0.149208047	1.57195E-05	1.4462E-05	1.57E-05	1.68E-06	1.23869E-06	4923.85	697.15	2.31	145007.2
Los Angeles (SC)	2020 OFF - Military - A/C unit	Aggregated	600	Diesel	2.03155E-05	2.41772E-05	2.92544E-05	0.000158847	0.000290381	0.089334645	9.08551E-06	8.35867E-06	9.09E-06	8.77E-07	7.39171E-07	2938.25	273.75	0.9	86231.25
Los Angeles (SC)	2020 OFF - Military - Aircraft Support	Aggregated	100	Diesel	1.36193E-05	1.62081E-05	1.96118E-05	0.000187405	0.000177716	0.031763431	9.89138E-06	9.10007E-06	9.89E-06	3.73E-07	2.68122E-07	1065.8	456.25	1.49	31025
Los Angeles (SC)	2020 OFF - Military - Aircraft Support	Aggregated	175	Diesel	2.9468E-05	3.50694E-05	4.2434E-05	0.000478001	0.000391789	0.093421844	1.71857E-05	1.58109E-05	1.72E-05	1.05E-06	7.80492E-07	3102.5	649.7	2.16	90958
Los Angeles (SC)	2020 OFF - Military - Cart	Aggregated	100	Diesel	6.9527E-06	8.27429E-06	1.00119E-05	9.56711E-05	9.07248E-05	0.016215364	5.04959E-06	4.64563E-06	5.05E-06	1.9E-07	1.34979E-07	536.55	189.8	0.65	15373.8
Los Angeles (SC)	2020 OFF - Military - Cart	Aggregated	175	Diesel	2.41533E-06	2.87444E-06	3.47807E-06	3.9179E-05	3.21127E-05	0.007657255	1.40862E-06	1.29593E-06	1.41E-06	8.62E-08	6.33575E-08	251.85	58.4	0.16	8935.2
Los Angeles (SC)	2020 OFF - Military - Cart	Aggregated	300	Diesel	7.86578E-06	9.36093E-06	1.13267E-05	5.95659E-05	0.000118203	0.032864474	3.46237E-06	3.18538E-06	3.46E-06	3.7E-07	2.72713E-07	1084.05	160.6	0.52	31638.2
Los Angeles (SC)	2020 OFF - Military - Communications	Aggregated	50	Diesel	2.13111E-06	2.5362E-06	3.0688E-06	1.82721E-05	1.9205E-05	0.002669196	9.00995E-07	8.28915E-07	9.01E-07	3.45E-08	1.65281E-08	65.7	58.4	0.17	2336
Los Angeles (SC)	2020 OFF - Military - Communications	Aggregated	100	Diesel	3.43343E-06	4.08607E-06	4.94414E-06	4.7245E-05	4.48024E-05	0.008007587	2.49363E-06	2.29414E-06	2.49E-06	9.39E-08	6.61122E-08	262.8	87.6	0.32	7008
Los Angeles (SC)	2020 OFF - Military - Compressor (Military)	Aggregated	50	Diesel	2.61061E-06	3.10684E-06	3.75928E-06	2.23834E-05	2.35261E-05	0.003269765	1.10372E-06	1.01542E-06	1.1E-06	4.23E-08	2.75468E-08	109.5	58.4	0.17	2861.6
Los Angeles (SC)	2020 OFF - Military - Compressor (Military)	Aggregated	100	Diesel	7.66871E-05	9.1264E-05	0.000110429	0.001055236	0.001000679	0.178852809	5.56962E-05	5.12405E-05	5.57E-05	2.1E-06	1.49854E-06	5956.8	2441.85	8.13	173371.3
Los Angeles (SC)	2020 OFF - Military - Compressor (Military)	Aggregated	175	Diesel	3.51512E-06	4.18328E-06	5.06177E-06	5.70187E-05	4.67348E-05	0.011143892	2.05001E-06	1.88601E-06	2.05E-06	1.25E-07	9.18225E-08	365	58.4	0.17	9752.8
Los Angeles (SC)	2020 OFF - Military - Compressor (Military)	Aggregated	300	Diesel	7.12312E-06	8.47711E-06	1.02573E-05	5.39419E-05	0.000107043	0.029761531	3.13547E-06	2.88463E-06	3.14E-06	3.35E-07	2.45166E-07	974.55	124.1	0.42	27674.3
Los Angeles (SC)	2020 OFF - Military - Compressor (Military)	Aggregated	600	Diesel	3.96219E-05	4.71534E-05	5.70556E-05	0.000309803	0.000566337	0.174231762	1.77197E-05	1.63021E-05	1.77E-05	1.71E-06	1.4462E-06	5748.75	456.25	1.49	170181.3
Los Angeles (SC)	2020 OFF - Military - Crane	Aggregated	100	Diesel	4.98521E-06	5.93281E-06	7.1787E-06	0.000157343	9.35915E-05	0.028026556	1.97545E-06	1.81741E-06	1.98E-06	3.29E-07	2.31393E-07	919.8	255.5	0.85	26827.5
Los Angeles (SC)	2020 OFF - Military - Crane	Aggregated	175	Diesel	1.03833E-06	1.2357E-06	1.49519E-06	3.50341E-05	1.33015E-05	0.007056686	3.2961E-07	3.03242E-07	3.3E-07	7.94E-08	5.96846E-08	237.25	32.85	0.16	4631.85
Los Angeles (SC)	2020 OFF - Military - Crane	Aggregated	300	Diesel	9.13007E-07	1.08655E-06	1.31473E-06	1.2078E-05	8.93063E-06	0.007140098	2.24531E-07	2.06569E-07	2.25E-07	8.03E-08	5.96846E-08	237.25	32.85	0.09	7029.9
Los Angeles (SC)	2020 OFF - Military - Deicer	Aggregated	100	Diesel	3.14731E-06	3.74556E-06	4.53213E-06	4.33079E-05	4.10688E-05	0.007340288	2.28582E-06	2.10296E-06	2.29E-06	8.61E-08	6.24393E-08	248.2	58.4	0.17	6424
Los Angeles (SC)	2020 OFF - Military - Generator (Military)	Aggregated	50	Diesel	1.36658E-05	1.62634E-05	1.96787E-05	0.00011717	0.000123152	0.017116217	5.77763E-06	5.31542E-06	5.78E-06	2.21E-07	1.44161E-07	573.05	434.35	1.45	16505.3
Los Angeles (SC)	2020 OFF - Military - Generator (Military)	Aggregated	100	Diesel	0.000398965	0.000474801	0.000574509	0.005489865	0.005206035	0.930481622	0.000289759	0.000266579	0.00029	1.09E-05	7.78288E-06	30937.4	10891.6	36.23	904002.8
Los Angeles (SC)	2020 OFF - Military - Generator (Military)	Aggregated	175	Diesel	0.000418483	0.000498029	0.000602616	0.006788207	0.005563892	1.32670711	0.000244059	0.000224534	0.000244	1.49E-05	1.10802E-05	44044.55	8770.95	29.16	1289330
Los Angeles (SC)	2020 OFF - Military - Generator (Military)	Aggregated	300	Diesel	0.000127326	0.000151528	0.000183349	0.000964212	0.00191339	0.531987373	5.60465E-05	5.15628E-05	5.6E-05	5.99E-06	4.42125E-06	17574.75	2314.1	7.7	516044.3
Los Angeles (SC)	2020 OFF - Military - Generator (Military)	Aggregated	600	Diesel	7.65731E-05	9.11283E-05	0.000110265	0.000598724	0.001094499	0.336719039	3.4245E-05	3.15054E-05	3.42E-05	3.31E-06	2.79508E-06	11110.6	938.05	3.12	326441.4
Los Angeles (SC)	2020 OFF - Military - Generator (Military)	Aggregated	750	Diesel	4.10995E-06	4.89118E-06	5.91833E-06	3.16763E-05	5.91715E-05	0.01781458	1.83023E-06	1.68381E-06	1.83E-06	1.79E-07	1.47834E-07	587.65	25.55	0.14	13669.25
Los Angeles (SC)	2020 OFF - Military - Hydraulic unit	Aggregated	100	Diesel	4.55287E-05	5.4183E-05	6.55614E-05	0.000626488	0.000594098	0.106183946	3.30665E-05	3.04212E-05	3.31E-05	1.25E-06	8.86087E-07	3522.25	1084.05	3.61	102984.8
Los Angeles (SC)	2020 OFF - Military - Lift (Military)	Aggregated	100	Diesel	1.35907E-06	1.6174E-06	1.95706E-06	1.87011E-05	1.77343E-05	0.00316967	9.8706E-07	9.08096E-07	9.87E-07	3.72E-08	2.57103E-08	102.2	25.55	0.14	2427.25
Los Angeles (SC)	2020 OFF - Military - Light	Aggregated	50	Diesel	3.32986E-06	3.96281E-06	4.795E-06	2.85502E-05	3.00078E-05	0.004170618	1.4078E-06	1.29518E-06	1.41E-06	5.39E-08	3.21379E-08	127.75	62.05	0.25	3102.5
Los Angeles (SC)	2020 OFF - Military - Other tactical support equipment	Aggregated	50	Diesel	6.65973E-07	7.92562E-07	9.59001E-07	5.71005E-06	6.00155E-06	0.000834124	2.81561E-07	2.59036E-07	2.82E-07	1.08E-08	0	0	0	0	0
Los Angeles (SC)	2020 OFF - Military - Other tactical support equipment	Aggregated	100	Diesel	9.04137E-06	1.076E-05	1.30196E-05	0.000124412	0.00011798	0.021086647	6.56655E-06	6.04122E-06	6.57E-06	2.47E-07	1.76299E-07	700.8	255.5	0.85	20184.5
Los Angeles (SC)	2020 OFF - Military - Other tactical support equipment	Aggregated	175	Diesel	1.24608E-05	1.48293E-05	1.79435E-05	0.000202126	0.000165671	0.039504097	7.26711E-06	6.68574E-06	7.27E-06	4.44E-07	3.30561E-07	1314	255.5	0.85	37814
Los Angeles (SC)	2020 OFF - Military - Other tactical support equipment	Aggregated	300	Diesel	5.22256E-06	6.21528E-06	7.52049E-06	3.95493E-05	7.84821E-05	0.021820674	2.29888E-06	2.11497E-06	2.3E-06	2.46E-07	1.8089E-07	719.05	87.6	0.32	19096.8
Los Angeles (SC)	2020 OFF - Military - Other tactical support equipment	Aggregated	600	Diesel	2.04863E-06	2.43803E-06	2.95002E-06	1.60182E-05	2.92821E-05	0.009008536	9.16186E-07	8.42891E-07	9.16E-07	8.84E-08	7.43763E-08	295.65	25.55	0.14	6898.5
Los Angeles (SC)	2020 OFF - Military - Other tactical support equipment	Aggregated	750	Diesel	2.40933E-06	2.8673E-06	3.46943E-06	1.85692E-05	3.46874E-05	0.010443228	1.07291E-06	9.87081E-07	1.07E-06	1.05E-07	8.72314E-08	346.75	0	0	0
Los Angeles (SC)	2020 OFF - Military - Pressure Washers	Aggregated	175	Diesel	2.39954E-06	2.85565E-06	3.45534E-06	3.89229E-05	3.19028E-05	0.007607208	1.39941E-06	1.28746E-06	1.4E-06	8.56E-08	6.33575E-08	251.85	58.4	0.16	8876.8
Los Angeles (SC)	2020 OFF - Military - Pump (Military)	Aggregated	50	Diesel	3.01286E-05	3.58555E-05	4.33852E-05	0.000258322	0.00027151	0.037735755	1.27378E-05	1.17188E-05	1.27E-05	4.88E-07	3.17706E-07	1262.9	938.05	3.12	36583.95
Los Angeles (SC)	2020 OFF - Military - Pump (Military)	Aggregated	100	Diesel	3.21884E-05	3.83069E-05	4.63513E-05	0.000442922	0.000420022	0.075071129	2.33777E-05	2.15075E-05	2.34E-05	8.81E-07	6.28066E-07	2496.6	730	2.43	73000
Los Angeles (SC)	2020 OFF - Military - Start Cart	Aggregated	100	Diesel	7.15298E-07	8.51264E-07	1.03003E-06	9.8427E-06	9.33383E-06	0.001668247	5.19505E-07	4.77945E-07	5.2E-07	1.96E-08	1.46916E-08	58.4	0	0	0
Los Angeles (SC)	2020 OFF - Military - Start Cart	Aggregated	600	Diesel	1.07363E-06	1.27771E-06	1.54603E-06	8.39471E-06	1.5346E-05	0.00472114	4.80149E-07	4.41737E-07	4.8E-07	4.63E-08	3.76472E-08	149.65	0	0	0
Los Angeles (SC)	2020 OFF - Military - Test Stand	Aggregated	100	Diesel	2.17165E-05	2.58444E-05	3.12717E-05	0.000298824	0.000283375	0.050647985	1.57722E-05	1.45104E-05	1.58E-05	5.94E-07	4.23302E-07	1682.65	532.9	1.78	49026.8
Los Angeles (SC)	2020 OFF - Military - Test Stand	Aggregated	175	Diesel	1.49445E-06	1.77852E-06	2.15201E-06	2.42415E-05	1.98693E-05	0.004737822	8.71562E-07	8.01837E-07	8.72E-07	5.33E-08	3.85655E-08	153.3	25.55	0.14	3628.1
Los Angeles (SC)	2020 OFF - Military - Test Stand	Aggregated	300	Diesel	2.43839E-05	2.90189E-05	3.51128E-05	0.000184654	0.00036643	0.101879866	1.07334E-05	9.87469E-06	1.07E-05	1.15E-06	8.4844E-07	3372.6	500.05	1.67	98509.85
Los Angeles (SC)	2020 OFF - Military - Test Stand	Aggregated	600	Diesel	1.56151E-05	1.85832E-05	2.24857E-05	0.000122094	0.000223194	0.068665057	6.98337E-06	6.4247E-06	6.98E-06	6.74E-07	5.71136E-07	2270.3	189.8	0.65	65101.4
Los Angeles (SC)	2020 OFF - Military - Welder	Aggregated	50	Diesel	9.7898E-06	1.16507E-05	1.40973E-05	8.39377E-05	8.82228E-05	0.012261617	4.13894E-06	3.80783E-06	4.14E-06	1.59E-07	1.02841E-07	408.8	335.8	1.13	11753
Los Angeles (SC)	2020 OFF - Military - Welder	Aggregated	100	Diesel	2.57221E-05	3.06115E-05	3.70399E-05	0.000353944	0.000335644	0.059990171	1.86814E-05	1.71869E-05	1.87E-05	7.04E-07	5.02269E-07	1996.55	938.05	3.12	58159.1
Los Angeles (SC)	2020 OFF - Oil Drilling - Compressors (Workover)	Aggregated	25	Diesel	2.84184E-06	3.38203E-06	4.09225E-06	1.39323E-05	2.55304E-05	0.003199756	1.16356E-06	1.07047E-06	1.16E-06	4.06E-08	2.57103E-08	102.2	160.6	0.16	3854.4
Los Angeles (SC)	2020 OFF - Oil Drilling - Generator (Drilling)	Aggregated	50	Diesel	2.74128E-06	3.26235E-06	3.94745E-06	2.06361E-05	1.6702E-05	0.002074605	9.66566E-07	8.89241E-07	9.67E-07	2.68E-08	1.46916E-08	58.4	58.4	0	1927.2
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	25	Diesel	5.49221E-07	6.64558E-07	7.90879E-07	1.16568E-05	9.29543E-06	0.001848787	3.82809E-08	3.52184E-08	3.83E-08	1.71E-08	1.50896E-08	59.98186794	82.99293074	0.052065829	2074.823
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	50	Diesel	8.34689E-05	0.000100997	0.000120195	0.000301473	0.000212999	0.017950726	2.80137E-05	2.57726E-05	2.8E-05	1.63E-07	1.46511E-07	582.3915438	477.5998455	0.416526629	20146.77
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	75	Diesel	5.66434E-06	6.85385E-06	8.15665E-06	7.6449E-05	7.12783E-05	0.010700717	4.28894E-06	3.94583E-06	4.29E-06	9.88E-08	8.73378E-08	347.1729713	190.7691959	0.208263314	13355.41
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	100	Diesel	5.77528E-05	6.98809E-05	8.31641E-05	0.000463064	0.000635183	0.059030802	4.85562E-05	4.46717E-05	4.86E-05	5.44E-07	4.81801E-07	1915.189364	820.5053925	0.624789943	73005.95
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	175	Diesel	0.00027684	0.000334977	0.00039865	0.002849066	0.0027826	0.434966045	0.00017293	0.000159095	0.000173	4.01E-06	3.55013E-06	14111.99429	3741.658704	3.123949714	540698.8
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	300	Diesel	0.000232563	0.000281401	0.000334891	0.001180682	0.003288385	0.50571873	9.74998E-05	8.96998E-05	9.75E-05	4.67E-06	4.12761E-06	16407.48725	2812.908454	2.238830629	629391.1
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	600	Diesel	0.000365726	0.000442528	0.000526645	0.00196745	0.00526666	0.913096175	0.000165667	0.000152414	0.000166	8.43E-06	7.45257E-06	29624.39979	2764.747563	1.978501486	1137120
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	750	Diesel	9.95422E-05	0.000120446	0.000143341	0.000473387	0.001235605	0.223584505	4.53125E-05	4.16875E-05	4.53E-05	2.06E-06	1.82487E-06	7253.953026	438.4463424	0.312394971	278229.7
Los Angeles (SC)	2020 Oil Drilling - Drill Rig (Mobile)	Aggregated	9999	Diesel	6.59465E-05	7.97952E-05	9.49629E-05	0.000325269	0.001389892	0.160004824	3.50433E-05	3.22398E-05	3.5E-05	1.48E-06	1.30594E-06	5191.180302	259.6002213	0.156197486	199652.3
Los Angeles (SC)	2020 Oil Drilling - Workover Rig (Mobile)	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2020 Oil Drilling - Workover Rig (Mobile)	Aggregated	75	Diesel	5.52392E-07	6.68394E-07	7.95444E-07	5.03799E-06	7.18548E-06	0.000642616	5.30038E-07	4.87635E-07	5.3E-07	5.92E-09	5.24495E-09	20.84897308	10.83726027	0.054186301	801.9573
Los Angeles (SC)	2020 Oil Drilling - Workover Rig (Mobile)	Aggregated	175	Diesel	8.22534E-06	9.95266E-06	1.18445E-05	9.97324E-05	8.22011E-05	0.014805731	5.93356E-06	5.45888E-06	5.93E-06	1.37E-07	1.20842E-07	480.3556365	108.8602795	0.108372603	18477.8
Los Angeles (SC)	2020 Oil Drilling - Workover Rig (Mobile)	Aggregated	300	Diesel	9.87034E-05	0.000119431	0.000142133	0.000566263	0.000981098	0.21056816	3.70683E-05	3.41029E-05	3.71E-05	1.94E-06	1.71863E-06	6831.652067	1197.842378	2.167452055	259627.3
Los Angeles (SC)	2020 Oil Drilling - Workover Rig (Mobile)	Aggregated	600	Diesel	0.004501842	0.005447229	0.006482653	0.026446944	0.050711887	12.8234013	0.001669176	0.001535642	0.001669	0.000118	0.000104663	416041.1327	40804.99425	29.20641644	16017205
Los Angeles (SC)	2020 Oil Drilling - Workover Rig (Mobile)	Aggregated	750	Diesel	3.31822E-05	4.01505E-05	4.77824E-05	0.000203561	0.000288604	0.102725333	1.47348E-05	1.3556E-05	1.47E-05	9.49E-07	8.3843E-07	3332.810311	188.0264658	0.108372603	128216.2
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	50	Diesel	1.64542E-05	1.99096E-05	2.36941E-05	0.00035262	0.000380234	0.056368776	1.30639E-05	1.20188E-05	1.31E-05	5.21E-07	4.60074E-07	1828.822864	2526.343717	6.41637822	108609.3
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	75	Diesel	0.00023207	0.000280805	0.000334181	0.00400366	0.003775592	0.60803491	0.000152963	0.000140726	0.000153	5.61E-06	4.9627E-06	19727.02304	19368.63516	49.19223302	1302420
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	100	Diesel	0.000429691	0.000519926	0.000618754	0.013043313	0.006815378	1.952821967	0.000485341	0.000446514	0.000485	1.8E-05	1.59387E-05	63357.15807	48674.22228	123.6222204	4182973
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	175	Diesel	0.000692677	0.000838139	0.000997455	0.022663734	0.011944175	4.096555073	0.000426908	0.000392756	0.000427	3.79E-05	3.34355E-05	132908.2178	62990.17001	159.981697	8774880
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	300	Diesel	0.000452728	0.000547801	0.000651928	0.004674328	0.006494235	2.456950597	0.00022872	0.000210423	0.000229	2.27E-05	2.00533E-05	79713.05627	18358.09768	46.62568173	5262824
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	600	Diesel	0.000646532	0.000782304	0.000931006	0.006323216	0.008652617	3.362383933	0.00032841	0.000302137	0.000328	3.11E-05	2.74433E-05	109088.8437	14652.79356	37.21499368	7202275
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	750	Diesel	0.00026021	0.000314854	0.000374703	0.002095506	0.004740353	1.100923678	0.000158577	0.00014589	0.000159	1.02E-05	8.98559E-06	35718.25629	3368.458289	8.55517096	2358194
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Compressor	Aggregated	9999	Diesel	1.10731E-05	1.33984E-05	1.59453E-05	0.000138132	0.000223263	0.071602084	5.55847E-06	5.1138E-06	5.56E-06	6.62E-07	5.84407E-07	2323.050776	168.4229145	0.427758548	153372.7
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	50	Diesel	0.000102535	0.000124067	0.00014765	0.001301963	0.000987309	0.132476348	4.36475E-05	4.01557E-05	4.36E-05	1.22E-06	1.08125E-06	4298.049226	5057.121999	3.849826932	255250.5
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	75	Diesel	0.002589618	0.003133437	0.003729049	0.037413869	0.029289301	5.069043623	0.001136749	0.001045809	0.001137	4.68E-05	4.13729E-05	164459.5378	160704.0991	122.3389447	10857965
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	100	Diesel	0.00306959	0.003714204	0.00442021	0.059512359	0.037224844	8.080359417	0.002942584	0.002707177	0.002943	7.46E-05	6.59508E-05	262158.3623	175313.5626	133.460667	17308247
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	175	Diesel	0.00621635	0.007521784	0.008951544	0.110785316	0.066914629	17.51846365	0.003359939	0.003091144	0.00336	0.000162	0.000142983	568367.2601	261846.5391	199.3354834	37524802
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	300	Diesel	0.007231089	0.008749617	0.010412768	0.044044601	0.062957591	19.16036824	0.002732802	0.002514178	0.002733	0.000177	0.000156384	621637.0463	161827.904	123.1944618	41041785
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	600	Diesel	0.01257984	0.015221606	0.01811497	0.080591658	0.113350004	39.40682123	0.004806576	0.00442205	0.004807	0.000364	0.000321633	1278510.916	205656.2946	156.5596286	84409980
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	750	Diesel	0.003924815	0.004749027	0.005651734	0.02099145	0.035496245	9.850038682	0.001696831	0.001561084	0.001697	9.1E-05	8.03947E-05	319573.6572	29780.82955	22.67120304	21098925
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Generator	Aggregated	9999	Diesel	0.025728415	0.031131383	0.037048918	0.13950387	0.413039221	64.40232562	0.012968902	0.01193139	0.012969	0.000595	0.000525643	2089462.528	106761.4644	81.27412412	1.38E+08
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	50	Diesel	2.33745E-05	2.82831E-05	3.36593E-05	0.00029938	0.000317393	0.048163063	1.24887E-05	1.14896E-05	1.25E-05	4.45E-07	3.931E-07	1562.59755	1967.926002	6.41637822	92798.81
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	75	Diesel	0.000318465	0.000385343	0.00045859	0.008039085	0.006795104	1.298916172	0.000191924	0.00017657	0.000192	1.2E-05	1.06016E-05	42141.90468	38046.56936	124.0499789	2782297
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	100	Diesel	0.000675682	0.000817575	0.000972982	0.018550899	0.013434575	2.923339646	0.000839526	0.000772363	0.00084	2.7E-05	2.38599E-05	94844.53533	68221.43472	222.434445	6261836
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	175	Diesel	0.001854859	0.00224438	0.002670997	0.052103568	0.034719189	9.4554067	0.00134665	0.001238918	0.001347	8.74E-05	7.71738E-05	306770.2571	142346.6474	464.1180246	20253618
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	300	Diesel	0.000625218	0.000756514	0.000900314	0.006100958	0.009196268	3.173226006	0.000319398	0.000293846	0.000319	2.93E-05	2.58994E-05	102951.8231	27944.54922	91.11257072	6797096
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	600	Diesel	0.00091836	0.001111216	0.001322439	0.007877355	0.015811631	4.173160574	0.000494747	0.000455167	0.000495	3.86E-05	3.40608E-05	135393.5989	19679.26002	64.1637822	8938970
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	750	Diesel	0.000379855	0.000459625	0.000546992	0.003429614	0.006466625	1.828068211	0.000242328	0.000222942	0.000242	1.69E-05	1.49204E-05	59309.65984	5510.192804	17.96585902	3915749
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	9999	Diesel	0.008704241	0.010532131	0.012534107	0.071505713	0.150730133	16.1291171	0.004801397	0.004417285	0.004801	0.000149	0.000131644	523291.4413	13906.67708	45.34240609	34548802
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	50	Diesel	3.59498E-06	4.34992E-06	5.17677E-06	6.13772E-05	5.69847E-05	0.009754362	2.06027E-06	1.89545E-06	2.06E-06	9.01E-08	7.96138E-08	316.4695184	394.4266043	1.283275644	18794.34
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	75	Diesel	0.00020156	0.000243887	0.000290246	0.004607448	0.004030232	0.734688312	0.000141176	0.000129882	0.000141	6.79E-06	5.99643E-06	23836.15318	21693.46324	70.58016042	1573713
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	100	Diesel	0.000349913	0.000423394	0.000503874	0.00893048	0.006712004	1.408672548	0.000394519	0.000362958	0.000395	1.3E-05	1.14974E-05	45702.82944	31948.55495	103.9453272	3017397
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	175	Diesel	0.000494288	0.000598089	0.000711775	0.01356721	0.009322572	2.459490014	0.000368268	0.000338807	0.000368	2.27E-05	2.0074E-05	79795.44485	36944.62527	120.200152	5268263
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	300	Diesel	0.00032705	0.000395731	0.000470953	0.003439623	0.005080682	1.814037994	0.000172856	0.000159028	0.000173	1.68E-05	1.48059E-05	58854.46491	15777.06417	51.33102576	3885696
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	600	Diesel	0.000620773	0.000751136	0.000893914	0.00630563	0.010929862	3.431275191	0.000408243	0.000375584	0.000408	3.17E-05	2.80056E-05	111323.9447	17617.72166	57.31964543	7349841
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	750	Diesel	0.000325617	0.000393997	0.000468889	0.003191657	0.006758179	1.740010217	0.000271603	0.000249875	0.000272	1.61E-05	1.42017E-05	56452.71523	5259.021391	17.11034192	3727127
Los Angeles (SC)	2020 Portable Equipment - Non-Rental Pump	Aggregated	9999	Diesel	0.000347733	0.000420757	0.000500736	0.001880402	0.00790071	0.992648142	0.000208674	0.000191981	0.000209	9.17E-06	8.10186E-06	32205.37575	1577.706417	5.133102576	2126267
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	50	Diesel	1.3729E-05	1.66121E-05	1.97697E-05	0.000316541	0.000249128	0.053488124	3.74403E-06	3.44451E-06	3.74E-06	4.94E-07	4.36563E-07	1735.363284	1986.283124	3.849826932	103058.9
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	75	Diesel	5.90755E-05	7.14813E-05	8.50687E-05	0.001030505	0.000893694	0.155031075	3.2623E-05	3.00132E-05	3.26E-05	1.43E-06	1.26534E-06	5029.812481	5076.056873	9.838446604	332078.8
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	100	Diesel	4.88169E-05	5.90685E-05	7.02963E-05	0.000984163	0.000620497	0.144121076	4.30623E-05	3.96174E-05	4.31E-05	1.33E-06	1.1763E-06	4675.849604	3531.169999	6.844136768	308709.4
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	175	Diesel	0.000580504	0.00070241	0.000835926	0.018552974	0.010346695	3.371189449	0.000325146	0.000299134	0.000325	3.12E-05	2.75152E-05	109374.529	50539.87061	97.95670749	7221136
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	300	Diesel	0.00034505	0.000417511	0.000496873	0.004117905	0.003594428	2.153851848	0.000135303	0.000124479	0.000135	1.99E-05	1.75794E-05	69879.35116	15669.56687	30.37085691	4613582
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	600	Diesel	0.005440998	0.006583608	0.007835037	0.057759235	0.067269384	30.31790314	0.002713567	0.002496482	0.002714	0.00028	0.000247451	983630.9782	114321.6287	221.5789279	64941386
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	750	Diesel	0.000542628	0.00065658	0.000781385	0.006069922	0.004941165	3.109349492	0.000261104	0.000240216	0.000261	2.87E-05	2.53781E-05	100879.4199	10152.11375	19.67689321	6660272
Los Angeles (SC)	2020 Portable Equipment - Rental Compressor	Aggregated	9999	Diesel	0.00044336	0.000536466	0.000638438	0.004319566	0.01051751	2.284662726	0.000242168	0.000222795	0.000242	2.11E-05	1.86471E-05	74123.36605	4413.962499	8.55517096	4893781
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	50	Diesel	1.17644E-05	1.42349E-05	1.69408E-05	0.000169931	0.000135859	0.016537014	7.07678E-06	6.51064E-06	7.08E-06	1.53E-07	1.34973E-07	536.5251972	601.8204579	0.427758548	31862.91
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	75	Diesel	0.002764736	0.003345331	0.00398122	0.040838815	0.033836603	5.635620526	0.001365082	0.001255875	0.001365	5.2E-05	4.59972E-05	182841.5014	175731.5737	124.905496	12071581
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	100	Diesel	0.0053003	0.006413362	0.007632431	0.096531913	0.066967259	13.19728272	0.004861483	0.004472564	0.004861	0.000122	0.000107714	428171.3036	285864.7175	203.1853103	28268770
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	175	Diesel	0.00787911	0.009533723	0.011345918	0.159244548	0.086912302	25.51752329	0.003613646	0.003324555	0.003614	0.000236	0.000208271	827887.9407	359286.8134	255.3718532	54658903
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	300	Diesel	0.018043541	0.021832684	0.025982699	0.114185655	0.164742715	52.13253928	0.006624175	0.006094241	0.006624	0.000481	0.000425499	1691382.823	426690.7047	303.2808105	1.12E+08
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	600	Diesel	0.024635976	0.029809531	0.035475805	0.164611522	0.217719793	80.3966206	0.009502649	0.008742438	0.009503	0.000743	0.000656186	2608379.814	397201.5022	282.3206417	1.72E+08
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	750	Diesel	0.005340029	0.006461435	0.007689642	0.024752413	0.065324781	11.64847627	0.002464013	0.002266892	0.002464	0.000108	9.50733E-05	377921.9842	35507.40702	25.23775433	24951204
Los Angeles (SC)	2020 Portable Equipment - Rental Generator	Aggregated	9999	Diesel	0.049017082	0.059310669	0.070584598	0.300880274	0.831918311	147.7833861	0.024554826	0.02259044	0.024555	0.001365	0.001206188	4794669.207	240728.1832	171.1034192	3.17E+08
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	50	Diesel	3.37472E-05	4.08342E-05	4.8596E-05	0.000555875	0.000399432	0.067221113	1.29064E-05	1.18739E-05	1.29E-05	6.2E-07	5.4865E-07	2180.914992	3122.978212	2.566551288	129519.2
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	75	Diesel	0.001047637	0.001267641	0.001508598	0.020736975	0.015916636	3.11618867	0.000314967	0.00028977	0.000315	2.88E-05	2.54339E-05	101101.3095	87963.88631	72.29119461	6674921
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	100	Diesel	0.000467385	0.000565536	0.000673034	0.012381221	0.005348888	1.653682155	0.000440877	0.000405607	0.000441	1.53E-05	1.34971E-05	53651.89633	37996.23491	31.226374	3542211
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	175	Diesel	0.002093007	0.002532538	0.00301393	0.053935106	0.023404785	9.064246923	0.000842475	0.000775077	0.000842	8.37E-05	7.39812E-05	294079.5089	138452.0341	113.7837738	19415748
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	300	Diesel	0.002286363	0.002766499	0.003292362	0.013891717	0.020799628	6.024477048	0.000836881	0.00076993	0.000837	5.56E-05	4.9171E-05	195457.523	51008.64413	41.9203377	12904517
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	600	Diesel	0.001464239	0.001771729	0.002108504	0.009699595	0.012755187	4.723813706	0.000529051	0.000486727	0.000529	4.36E-05	3.85551E-05	153258.9334	23942.83296	19.67689321	10118477
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	750	Diesel	0.000876503	0.001060568	0.001262164	0.006794571	0.008941974	3.391502177	0.000469737	0.000432158	0.00047	3.13E-05	2.7681E-05	110033.5531	10409.92737	8.55517096	7264647
Los Angeles (SC)	2020 Portable Equipment - Rental Other Portable Equipment	Aggregated	9999	Diesel	0.001084704	0.001312491	0.001561973	0.006501279	0.017413319	3.16224579	0.000508464	0.000467786	0.000508	2.92E-05	2.58098E-05	102595.5821	5204.963687	4.27758548	6773576
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	50	Diesel	1.22347E-05	1.4804E-05	1.7618E-05	0.000120507	0.000101492	0.011157623	7.25455E-06	6.67418E-06	7.25E-06	1.03E-07	9.1067E-08	361.9968021	406.0519103	0.427758548	21498.1
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	75	Diesel	0.000441287	0.000533957	0.000635453	0.009387528	0.007824461	1.443233113	0.00030869	0.000283995	0.000309	1.33E-05	1.17795E-05	46824.10891	40605.19103	42.7758548	3091426
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	100	Diesel	0.000853316	0.001032513	0.001228776	0.016114549	0.011387022	2.215031627	0.00080804	0.000743397	0.000808	2.05E-05	1.80788E-05	71864.26172	53598.85216	56.46412834	4744630
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	175	Diesel	0.001158628	0.00140194	0.001668424	0.02344744	0.013000521	3.748792992	0.000579651	0.000533279	0.00058	3.46E-05	3.05971E-05	121625.4601	52786.74834	55.60861124	8029969
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	300	Diesel	0.001477488	0.001787761	0.002127583	0.011796316	0.014071499	5.658718315	0.000543326	0.00049986	0.000543	5.23E-05	4.61857E-05	183590.8838	43041.50249	45.34240609	12121056
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	600	Diesel	0.001659279	0.002007728	0.002389362	0.015557667	0.01550803	8.02670455	0.000675857	0.000621788	0.000676	7.42E-05	6.55129E-05	260417.5893	43041.50249	45.34240609	17193317
Los Angeles (SC)	2020 Portable Equipment - Rental Pump	Aggregated	750	Diesel	0.000358928	0.000434303	0.000516857	0.001688462	0.004531554	0.815356454	0.00019223	0.000176852	0.000192	7.53E-06	6.65483E-06	26453.3422	2436.311462	2.566551288	1746505
Los Angeles (SC)	2020 TRU - Instate Genset TRU	Aggregated	50	Diesel	0.005551491	0.006717304	0.007994147	0.113092421	0.087878011	2.457626565	0.000373041	0.000343198	0.000373	2.27E-05	2.01934E-05	1560.012317	939797.4774	1203.75637	29603621
Los Angeles (SC)	2020 TRU - Instate Trailer TRU	Aggregated	50	Diesel	0.111001371	0.134311658	0.159841974	1.72051464	1.231103614	29.29384519	0.023622241	0.021732462	0.023622	0.000269	0.000240696	18594.67177	7445305.271	5619.594651	2.53E+08
Los Angeles (SC)	2020 TRU - Instate Truck TRU	Aggregated	25	Diesel	0.017026385	0.020601925	0.024517994	0.165965353	0.199937273	3.979732164	0.00830083	0.007636764	0.008301	3.65E-05	3.26999E-05	2526.189814	2003501.082	1472.080149	28249365
Los Angeles (SC)	2020 TRU - Instate Van TRU	Aggregated	25	Diesel	0.000394173	0.000476949	0.000567609	0.003842214	0.004628688	0.092133586	0.00019217	0.000176796	0.000192	8.46E-07	7.57026E-07	58.48306261	72665.84236	53.39150798	653992.6
Los Angeles (SC)	2020 TRU - Out-of-State Genset TRU	Aggregated	50	Diesel	0.003482042	0.004213271	0.005014141	0.071085834	0.055343829	1.548617402	0.000236339	0.000217432	0.000236	1.43E-05	1.27244E-05	983.0062289	592191.9746	4789.495113	18654047
Los Angeles (SC)	2020 TRU - Out-of-State Trailer TRU	Aggregated	50	Diesel	0.058126271	0.070332788	0.083701831	0.995132023	0.71217974	18.06135448	0.007280689	0.006698234	0.007281	0.000166	0.000148403	11464.69356	4590462.497	21877.70784	1.56E+08
Los Angeles (SC)	2020 TRU - Railcar TRU	Aggregated	50	Diesel	0.006016818	0.00728035	0.008664218	0.103008984	0.073719778	1.86958286	0.000753645	0.000693353	0.000754	1.72E-05	1.53616E-05	1186.743474	475172.0039	1473.72144	16155848

OFFROAD 2021

	Equipment Type	Horsepower	Gas				Diesel				Natural Gas			
		HP	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr
Air Compressors25	Air Compressors	25	426334.6	2896.54	1400202.05	0.304480771	20341.45	45.6	37120.5	0.547984267	0	0	0	0
Air Compressors50	Air Compressors	50	129691.8	120.03	58016.75	2.235419943	229212.7	275.3	224110	1.02276873	0	0	0	0
Air Compressors75	Air Compressors	75	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors100	Air Compressors	100	708640.2	389.18	188128.3	3.766792131	0	0	0	0	0	0	0	0
Air Compressors175	Air Compressors	175	86724	26.21	12661.85	6.849236091	0	0	0	0	0	0	0	0
Air Compressors300	Air Compressors	300	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors600	Air Compressors	600	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors750	Air Compressors	750	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors9999	Air Compressors	9999	0	0	0	0	0	0	0	0	0	0	0	0
Bore/Drill rigs25	Bore/Drill rigs	25	7113.85	43.51	5398.35	1.317782285	6741.55	12.51	10157.95	0.663672296	0	0	0	0
Bore/Drill rigs50	Bore/Drill rigs	50	1354.15	4.89	529.25	2.55862069	7094.99857	17.45320039	6139.488851	1.155633432	0	0	0	0
Bore/Drill rigs75	Bore/Drill rigs	75	0	0	0	0	8062.291429	10.65563813	4293.701308	1.877701976	0	0	0	0
Bore/Drill rigs100	Bore/Drill rigs	100	15465.05	22.52	2416.3	6.400302115	36187.0812	42.62255253	16750.01898	2.160420311	0	0	0	0
Bore/Drill rigs175	Bore/Drill rigs	175	5376.45	5.57	584	9.20625	51215.51553	42.07139883	13162.5663	3.890997725	0	0	0	0
Bore/Drill rigs300	Bore/Drill rigs	300	0	0	0	0	72954.51941	42.43883463	13621.99089	5.355642946	0	0	0	0
Bore/Drill rigs600	Bore/Drill rigs	600	0	0	0	0	133084.2487	36.00870817	12445.53208	10.6933354	0	0	0	0
Bore/Drill rigs750	Bore/Drill rigs	750	0	0	0	0	58052.07973	6.981280156	3445.373287	16.84928595	0	0	0	0
Bore/Drill rigs9999	Bore/Drill rigs	9999	0	0	0	0	38352.27207	1.102307393	794.6074929	48.26568137	0	0	0	0
Cement and Mortar Mixers25	Cement and Mortar Mixers	25	235129.35	6557.97	603856	0.389379836	17293.7	174.23	52308.15	0.33061196	0	0	0	0
Cement and Mortar Mixers50	Cement and Mortar Mixers	50	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers75	Cement and Mortar Mixers	75	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers100	Cement and Mortar Mixers	100	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers175	Cement and Mortar Mixers	175	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers300	Cement and Mortar Mixers	300	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers600	Cement and Mortar Mixers	600	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers750	Cement and Mortar Mixers	750	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers9999	Cement and Mortar Mixers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws25	Concrete/Industrial Saws	25	210097.65	923.05	262310.9	0.800948988	551.15	1.23	740.95	0.743842365	0	0	0	0
Concrete/Industrial Saws50	Concrete/Industrial Saws	50	30966.6	18.29	11165.35	2.773455378	8796.5	10.92	6354.65	1.384261918	0	0	0	0
Concrete/Industrial Saws75	Concrete/Industrial Saws	75	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws100	Concrete/Industrial Saws	100	30167.25	10.48	6398.45	4.714774672	0	0	0	0	0	0	0	0
Concrete/Industrial Saws175	Concrete/Industrial Saws	175	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws300	Concrete/Industrial Saws	300	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws600	Concrete/Industrial Saws	600	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws750	Concrete/Industrial Saws	750	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws9999	Concrete/Industrial Saws	9999	0	0	0	0	0	0	0	0	0	0	0	0
Cranes25	Cranes	25	0	0	0	0	135.6616862	0.692203515	327.704361	0.413975834	0	0	0	0
Cranes50	Cranes	50	4496.8	5.57	2317.75	1.94015748	2198.064559	7.383504159	3187.432878	0.689603403	0	0	0	0
Cranes75	Cranes	75	0	0	0	0	892.7171347	2.30734505	855.7303862	1.043222432	0	0	0	0
Cranes100	Cranes	100	15362.85	11.18	4642.8	3.308962264	50167.01151	87.67911189	38359.90547	1.3077981	0	0	0	0
Cranes175	Cranes	175	1000.1	0.44	204.4	4.892857143	151561.9041	153.4384458	69380.84834	2.184491942	0	0	0	0
Cranes300	Cranes	300	0	0	0	0	264305.447	172.1279407	80361.80989	3.288943435	0	0	0	0
Cranes600	Cranes	600	0	0	0	0	457423.8081	170.5127992	83394.76846	5.485042006	0	0	0	0
Cranes750	Cranes	750	0	0	0	0	7151.002219	1.84587604	747.1034239	9.571636256	0	0	0	0
Cranes9999	Cranes	9999	0	0	0	0	25260.11006	3.69175208	1806.802423	13.98056021	0	0	0	0
Crawler Tractors25	Crawler Tractors	25	0	0	0	0	0	0	0	0	0	0	0	0
Crawler Tractors50	Crawler Tractors	50	0	0	0	0	7118.102744	20.47831281	6907.026476	1.030559644	0	0	0	0
Crawler Tractors75	Crawler Tractors	75	0	0	0	0	874.3010198	3.071746921	560.6540319	1.55943054	0	0	0	0
Crawler Tractors100	Crawler Tractors	100	0	0	0	0	313699.2623	348.540884	161344.6705	1.944280287	0	0	0	0
Crawler Tractors175	Crawler Tractors	175	0	0	0	0	343009.2869	231.4049347	103635.684	3.309760438	0	0	0	0
Crawler Tractors300	Crawler Tractors	300	0	0	0	0	361281.7051	180.0043696	79159.49416	4.563971877	0	0	0	0
Crawler Tractors600	Crawler Tractors	600	0	0	0	0	1247884.489	311.2703547	146302.9586	8.529454908	0	0	0	0
Crawler Tractors750	Crawler Tractors	750	0	0	0	0	22852.55019	3.686096305	1648.900848	13.8592628	0	0	0	0
Crawler Tractors9999	Crawler Tractors	9999	0	0	0	0	72683.39971	6.143493842	3361.381019	21.62307674	0	0	0	0
Crushing/Proc. Equipment25	Crushing/Proc. Equipment	25	3139	10.93	3157.25	0.994219653	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment50	Crushing/Proc. Equipment	50	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment75	Crushing/Proc. Equipment	75	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment100	Crushing/Proc. Equipment	100	11913.6	6.45	1558.55	7.644028103	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment175	Crushing/Proc. Equipment	175	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment300	Crushing/Proc. Equipment	300	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment600	Crushing/Proc. Equipment	600	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment750	Crushing/Proc. Equipment	750	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment9999	Crushing/Proc. Equipment	9999	0	0	0	0	0	0	0	0	0	0	0	0
Dumpers/Tenders25	Dumpers/Tenders	25	22484	437.04	65181.7	0.344943443	1722.8	7.5	4978.6	0.346041056	0	0	0	0
Dumpers/Tenders100	Dumpers/Tenders	100	1270.2	4	514.65	2.468085106	0	0	0	0	0	0	0	0
Excavators25	Excavators	25	0	0	0	0	12182.21192	12.18557785	16333.63372	0.745835993	0	0	0	0
Excavators50	Excavators	50	0	0	0	0	284602.5224	500.6699877	362076.2339	0.786029283	0	0	0	0
Excavators75	Excavators	75	0	0	0	0	20638.43174	18.05695037	14059.43616	1.467941638	0	0	0	0
Excavators100	Excavators	100	0	0	0	0	348994.1256	342.8768645	216920.4899	1.608857355	0	0	0	0
Excavators175	Excavators	175	0	0	0	0	780012.4727	462.2989681	270262.2548	2.886131744	0	0	0	0
Excavators300	Excavators	300	0	0	0	0	998699.0331	401.151568	230993.1307	4.323501007	0	0	0	0
Excavators600	Excavators	600	0	0	0	0	1755852.596	414.6942808	263544.1192	6.662461681	0	0	0	0
Excavators750	Excavators	750	0	0	0	0	24727.08318	3.488274504	1954.977455	12.64827025	0	0	0	0
Excavators9999	Excavators	9999	0	0	0	0	49154.4583	3.077889268	2064.784223	23.80609933	0	0	0	0
Forklifts25	Forklifts	25	4317.95	6.95	6263.4	0.689393939	43.30093073	0.237700669	74.87272548	0.578327161	4821.65	3.92	4916.55	0.980697847
Forklifts50	Forklifts	50	3491206.75	1210.99	2178553.6	1.602534246	192261.7196	545.7774291	382478.0616	0.50267385	6402005.1	2661.78	4795337.15	1.335047964
Forklifts75	Forklifts	75	0	0	0	0	16202.81656	42.25859311	21166.65246	0.76548791	0	0	0	0
Forklifts100	Forklifts	100	16130222.35	4273.54	7655075.65	2.107127753	2831463.371	4544.747594	2884914.336	0.981472252	40066305.5	9341.99	16830164.6	2.380624697
Forklifts175	Forklifts	175	1128649.35	156.18	279765.2	4.034273562	844161.2901	850.538937	532383.3431	1.585626788	3007074.4	341.87	615901	4.882398957
Forklifts300	Forklifts	300	0	0	0	0	162830.0528	103.6372581	72129.63413	2.257464005	0	0	0	0
Forklifts600	Forklifts	600	0	0	0	0	42195.39454	16.44885019	10866.71711	3.882993741	0	0	0	0
Forklifts750	Forklifts	750	0	0	0	0	658.527963	0.237700669	50.72023339	12.98353574	0	0	0	0
Forklifts9999	Forklifts	9999	0	0	0	0	3047.901823	0.427860142	333.3035629	9.144522179	0	0	0	0
Generator Sets25	Generator Sets	25	6204229.85	76079.94	8741395.95	0.709752754	531775.8	2590.35	874445.1	0.60812943	0	0	0	0
Generator Sets50	Generator Sets	50	1010681.35	3949.33	453611.05	2.22807921	631205.45	1336.33	451121.75	1.399190906	0	0	0	0
Generator Sets75	Generator Sets	75	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets100	Generator Sets	100	456195.25	762.73	87603.65	5.207491355	0	0	0	0	40803.35	56.78	6518.9	6.259238522
Generator Sets175	Generator Sets	175	74438.1	72.07	8274.55	8.996029996	0	0	0	0	59002.25	47.04	5398.35	10.92968222
Generator Sets300	Generator Sets	300	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets600	Generator Sets	600	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets750	Generator Sets	750	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets9999	Generator Sets	9999	0	0	0	0	0	0	0	0	0	0	0	0
Graders25	Graders	25	0	0	0	0	54.72313344	0.41239729	93.11825584	0.587673523	0	0	0	0
Graders50	Graders	50	0	0	0	0	1827.740037	5.979760708	2083.055383	0.877432281	0	0	0	0
Graders75	Graders	75	0	0	0	0	2737.558377	4.536370192	1777.161913	1.540410222	0	0	0	0
Graders100	Graders	100	0	0	0	0	38901.90433	57.11702469	20740.69472	1.875631693	0	0	0	0
Graders175	Graders	175	0	0	0	0	477174.8706	324.762866	151569.9818	3.14821487	0	0	0	0
Graders300	Graders	300	0	0	0	0	1004806.304	292.3896787	219420.3661	4.579366638	0	0	0	0
Graders600	Graders	600	0	0	0	0	43243.42554	7.629349869	5787.532396	7.47182436	0	0	0	0
Graders750	Graders	750	0	0	0	0	0	0	0	0	0	0	0	0
Graders9999	Graders	9999	0	0	0	0	34089.44693	1.237191871	891.1417084	38.25367684	0	0	0	0
Pavers25	Pavers	25	19162.5	42.58	16877.6	1.135380623	3274.05	4.71	3865.35	0.847025496	0	0	0	0
Pavers50	Pavers	50	14424.8	15.84	6223.25	2.317888563	7802.114465	24.0292775	8427.093335	0.925836959	0	0	0	0
Pavers75	Pavers	75	0	0	0	0	13747.39938	25.63122933	8821.590542	1.558381033	0	0	0	0
Pavers100	Pavers	100	13001.3	8.69	3409.1	3.813704497	61363.27323	90.31003459	35383.79959	1.734219444	0	0	0	0
Pavers175	Pavers	175	0	0	0	0	103184.8199	79.6971037	30386.00604	3.39580068	0	0	0	0
Pavers300	Pavers	300	0	0	0	0	80688.78414	38.24660001	16986.43932	4.750188232	0	0	0	0
Pavers600	Pavers	600	0	0	0	0	14441.81091	4.205123562	1828.025451	7.900224202	0	0	0	0
Pavers750	Pavers	750	0	0	0	0	3019.769171	0.400487958	187.4144322	16.11278884	0	0	0	0
Pavers9999	Pavers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Paving Equipment25	Paving Equipment	25	406431.15	4662.45	882004.25	0.460804072	3876.3	8.13	6748.85	0.574364521	0	0	0	0
Paving Equipment50	Paving Equipment	50	16925.05	43.26	7577.4	2.233622351	9716.156833	29.58844943	13777.97507	0.705194833	0	0	0	0
Paving Equipment75	Paving Equipment	75	0	0	0	0	1566.448111	3.19875129	1272.097825	1.231389663	0	0	0	0
Paving Equipment100	Paving Equipment	100	6982.45	11.15	1949.1	3.582397004	40975.69237	54.97853779	24924.17927	1.644013707	0	0	0	0
Paving Equipment175	Paving Equipment	175	0	0	0	0	43176.84645	35.18626419	16144.76318	2.674356134	0	0	0	0
Paving Equipment300	Paving Equipment	300	0	0	0	0	31191.06123	15.59391254	7253.395262	4.300201507	0	0	0	0
Paving Equipment600	Paving Equipment	600	0	0	0	0	29702.53795	8.796566046	4002.955096	7.420152671	0	0	0	0
Paving Equipment750	Paving Equipment	750	0	0	0	0	6283.011702	0.999609778	534.2540013	11.76034562	0	0	0	0
Paving Equipment9999	Paving Equipment	9999	0	0	0	0	2852.867104	0.399843911	184.1788192	15.489659	0	0	0	0
Rollers25	Rollers	25	94724.8	504.47	125625.7	0.754024057	71422.719	268.6259757	186754.9588	0.382440817	0	0	0	0
Rollers50	Rollers	50	18761	11.18	6924.05	2.709541381	160205.1448	607.4223735	207852.899	0.770762138	0	0	0	0
Rollers75	Rollers	75	0	0	0	0	1337.822281	4.325489944	984.5910866	1.358759285	0	0	0	0
Rollers100	Rollers	100	59016.85	20.93	13026.85	4.530400672	249073.9852	448.8210756	147079.1653	1.693468852	0	0	0	0
Rollers175	Rollers	175	0	0	0	0	258939.4252	262.0011052	92881.77455	2.787838911	0	0	0	0
Rollers300	Rollers	300	0	0	0	0	42878.68615	33.57404099	10217.74864	4.196490602	0	0	0	0
Rollers600	Rollers	600	0	0	0	0	25152.66841	12.15256698	3688.3796	6.819435942	0	0	0	0
Rollers750	Rollers	750	0	0	0	0	0	0	0	0	0	0	0	0
Rollers9999	Rollers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Rough Terrain Forklifts25	Rough Terrain Forklifts	25	0	0	0	0	43.30093073	0.237700669	74.87272548	0.578327161	0	0	0	0
Rough Terrain Forklifts50	Rough Terrain Forklifts	50	3040.45	2.24	919.8	3.305555556	8117.656734	27.33557699	7379.928139	1.099964198	0	0	0	0
Rough Terrain Forklifts75	Rough Terrain Forklifts	75	0	0	0	0	222.5084384	0.713102008	161.284975	1.379598059	0	0	0	0
Rough Terrain Forklifts100	Rough Terrain Forklifts	100	66809.6	31.66	13096.2	5.101449275	633542.4656	1131.692887	316416.7	2.002240923	0	0	0	0
Rough Terrain Forklifts175	Rough Terrain Forklifts	175	3766.8	1.15	467.2	8.0625	144427.9484	207.0372831	55710.94334	2.592452034	0	0	0	0
Rough Terrain Forklifts300	Rough Terrain Forklifts	300	0	0	0	0	10293.89836	9.508026779	2353.257813	4.374318151	0	0	0	0
Rough Terrain Forklifts600	Rough Terrain Forklifts	600	0	0	0	0	3819.723317	1.901605356	481.1713146	7.938385354	0	0	0	0
Rough Terrain Forklifts750	Rough Terrain Forklifts	750	0	0	0	0	658.527963	0.237700669	50.72023339	12.98353574	0	0	0	0
Rough Terrain Forklifts9999	Rough Terrain Forklifts	9999	0	0	0	0	0	0	0	0	0	0	0	0
Rubber Tired Dozers25	Rubber Tired Dozers	25	0	0	0	0	0	0	0	0	0	0	0	0
Rubber Tired Dozers50	Rubber Tired Dozers	50	0	0	0	0	6886.883506	7.642690687	7342.632494	0.937931118	0	0	0	0
Rubber Tired Dozers75	Rubber Tired Dozers	75	0	0	0	0	5561.488277	6.074959264	3912.250524	1.421557296	0	0	0	0
Rubber Tired Dozers100	Rubber Tired Dozers	100	0	0	0	0	26798.74217	17.44101208	15478.42328	1.731361243	0	0	0	0
Rubber Tired Dozers175	Rubber Tired Dozers	175	0	0	0	0	29655.43486	13.12975067	9878.084115	3.002144395	0	0	0	0
Rubber Tired Dozers300	Rubber Tired Dozers	300	0	0	0	0	32567.9664	10.77815353	7293.295172	4.465466656	0	0	0	0
Rubber Tired Dozers600	Rubber Tired Dozers	600	0	0	0	0	361110.528	66.04068619	47598.78993	7.586548492	0	0	0	0
Rubber Tired Dozers750	Rubber Tired Dozers	750	0	0	0	0	10274.20933	0.783865711	772.5826404	13.29852471	0	0	0	0
Rubber Tired Dozers9999	Rubber Tired Dozers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Scrapers25	Scrapers	25	0	0	0	0	0	0	0	0	0	0	0	0
Scrapers50	Scrapers	50	0	0	0	0	342.4995567	1.211742966	390.1200764	0.877933686	0	0	0	0
Scrapers75	Scrapers	75	0	0	0	0	4107.779364	5.856757667	2463.84427	1.667223621	0	0	0	0
Scrapers100	Scrapers	100	0	0	0	0	18093.55818	13.12721546	7989.595323	2.264640129	0	0	0	0
Scrapers175	Scrapers	175	0	0	0	0	242755.7577	131.0701974	57955.97406	4.188623547	0	0	0	0
Scrapers300	Scrapers	300	0	0	0	0	286811.2142	128.8486687	51627.18215	5.555430342	0	0	0	0
Scrapers600	Scrapers	600	0	0	0	0	3546251.445	709.071592	336288.066	10.54527889	0	0	0	0
Scrapers750	Scrapers	750	0	0	0	0	56606.92821	9.491986564	3628.048308	15.60258392	0	0	0	0
Scrapers9999	Scrapers	9999	0	0	0	0	82060.71052	5.250886184	2059.359749	39.84768109	0	0	0	0
Skid Steer Loaders25	Skid Steer Loaders	25	310246.35	880.94	281258.05	1.103066561	314717.6	600.62	501356.7	0.627731912	0	0	0	0
Skid Steer Loaders50	Skid Steer Loaders	50	90275.45	152.12	47194.5	1.91283836	121215.9186	420.5731506	130865.5275	0.926263172	0	0	0	0
Skid Steer Loaders75	Skid Steer Loaders	75	0	0	0	0	632557.9414	1333.656852	470823.9907	1.343512552	0	0	0	0
Skid Steer Loaders100	Skid Steer Loaders	100	120544.9	91	28236.4	4.269131334	10772.32361	23.56210511	7550.300975	1.426740953	0	0	0	0
Skid Steer Loaders175	Skid Steer Loaders	175	0	0	0	0	4347.91884	5.629883523	1502.385833	2.894009478	0	0	0	0
Skid Steer Loaders300	Skid Steer Loaders	300	0	0	0	0	4039.44902	3.544741477	1033.684769	3.907815171	0	0	0	0
Skid Steer Loaders600	Skid Steer Loaders	600	0	0	0	0	1168.212976	0.417028409	129.4754322	9.022661336	0	0	0	0
Skid Steer Loaders750	Skid Steer Loaders	750	0	0	0	0	0	0	0	0	0	0	0	0
Skid Steer Loaders9999	Skid Steer Loaders	9999	0	0	0	0	1581.337362	0.417028409	82.86427659	19.08346307	0	0	0	0
Tractors/Loaders/Backhoes25	Tractors/Loaders/Backhoes	25	0	0	0	0	60035.2	88.22	83176.2	0.721783395	0	0	0	0
Tractors/Loaders/Backhoes50	Tractors/Loaders/Backhoes	50	0	0	0	0	239619.4417	588.6050839	300741.5881	0.796761909	0	0	0	0
Tractors/Loaders/Backhoes75	Tractors/Loaders/Backhoes	75	0	0	0	0	33955.98026	110.9530838	24861.66891	1.365796495	0	0	0	0
Tractors/Loaders/Backhoes100	Tractors/Loaders/Backhoes	100	50019.6	19.63	17096.6	2.925704526	3819079.493	3885.613909	2403635.338	1.588876413	0	0	0	0
Tractors/Loaders/Backhoes175	Tractors/Loaders/Backhoes	175	0	0	0	0	666538.2503	447.0937571	245292.6617	2.717318349	0	0	0	0
Tractors/Loaders/Backhoes300	Tractors/Loaders/Backhoes	300	0	0	0	0	401681.929	186.2207025	102405.7917	3.922453236	0	0	0	0
Tractors/Loaders/Backhoes600	Tractors/Loaders/Backhoes	600	0	0	0	0	567634.6173	163.6609258	88924.67943	6.383319243	0	0	0	0
Tractors/Loaders/Backhoes750	Tractors/Loaders/Backhoes	750	0	0	0	0	10727.03123	1.640711035	881.9462521	12.16290811	0	0	0	0
Tractors/Loaders/Backhoes9999	Tractors/Loaders/Backhoes	9999	0	0	0	0	187415.5558	8.613732935	5312.979443	35.27503876	0	0	0	0
Welders25	Welders	25	1547895.65	9297.06	1931393.85	0.80143967	240056.85	955.09	613389.8	0.391361007	0	0	0	0
Welders50	Welders	50	314644.6	627.12	130286.75	2.415016109	1052163.6	1376.04	883723.4	1.190602852	0	0	0	0
Welders75	Welders	75	0	0	0	0	0	0	0	0	0	0	0	0
Welders100	Welders	100	442672	640.09	132976.8	3.32894159	0	0	0	0	0	0	0	0
Welders175	Welders	175	55158.8	44.12	9157.85	6.02311678	0	0	0	0	0	0	0	0
Welders300	Welders	300	0	0	0	0	0	0	0	0	0	0	0	0
Welders600	Welders	600	0	0	0	0	0	0	0	0	0	0	0	0
Welders750	Welders	750	0	0	0	0	0	0	0	0	0	0	0	0
Welders9999	Welders	9999	0	0	0	0	0	0	0	0	0	0	0	0

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2021
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	CalYr	VehClass	MdlYr	HP_Bin	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2_5_tpd	PM_tpd	SOx_tpd	NH3_tpd	Fuel_gpy	Total_Activity_hpy	Total_Population	Horsepower_Hours_hhpy
Los Angeles (SC)	2021	Agricultural - Agricultural Tractors	Aggregated	50	Diesel	0.004292019	0.005193343	0.006180507	0.013444419	0.012219162	0.169210975	0.001152903	0.001060671	0.001152903	1.44617E-06	1.39034E-06	39204.28408	35123.16723	109.4322694	1433105
Los Angeles (SC)	2021	Agricultural - Agricultural Tractors	Aggregated	75	Diesel	0.004175937	0.005052884	0.006013349	0.016543083	0.031097316	0.317456283	0.002419249	0.002225709	0.002419249	2.82945E-06	2.60841E-06	73551.05829	41618.05117	118.0190704	2625092
Los Angeles (SC)	2021	Agricultural - Agricultural Tractors	Aggregated	100	Diesel	0.004839119	0.005855334	0.006968332	0.031885655	0.040332562	0.707588783	0.003235491	0.002976652	0.003235491	6.44072E-06	5.81398E-06	163940.3805	68514.34388	123.6363292	5870311
Los Angeles (SC)	2021	Agricultural - Agricultural Tractors	Aggregated	175	Diesel	0.002993199	0.003621771	0.004310207	0.018893143	0.0279749	0.407667876	0.001615005	0.001485805	0.001615005	3.70458E-06	3.34965E-06	94452.07205	30244.41072	46.40174507	3665287
Los Angeles (SC)	2021	Agricultural - Agricultural Tractors	Aggregated	300	Diesel	0.002384919	0.002885752	0.003434283	0.00884168	0.025385445	0.418410463	0.001080146	0.000993735	0.001080146	3.82281E-06	3.43792E-06	96941.00894	17566.90678	21.18554001	3806605
Los Angeles (SC)	2021	Agricultural - Agricultural Tractors	Aggregated	600	Diesel	0.001284088	0.001553747	0.001849087	0.005623198	0.012041121	0.34670466	0.000540752	0.000497492	0.000540752	3.18843E-06	2.84874E-06	80327.57911	8711.997898	7.782450124	3202497
Los Angeles (SC)	2021	Agricultural - Bale Wagons (Self Propelled)	Aggregated	50	Diesel	1.84309E-06	2.23014E-06	2.65405E-06	1.17346E-05	1.23599E-05	0.000205271	6.86106E-07	6.31218E-07	6.86106E-07	1.85527E-09	1.68663E-09	47.55907276	46.62654299	0.072947995	1631.929
Los Angeles (SC)	2021	Agricultural - Bale Wagons (Self Propelled)	Aggregated	100	Diesel	1.30982E-05	1.58488E-05	1.88614E-05	0.000123441	0.000119989	0.00286115	9.94946E-06	9.15351E-06	9.94946E-06	2.62372E-08	2.3509E-08	662.8964064	271.3585351	0.436187379	22740.54
Los Angeles (SC)	2021	Agricultural - Bale Wagons (Self Propelled)	Aggregated	175	Diesel	3.3038E-05	3.9976E-05	4.75748E-05	0.000337071	0.000324867	0.008101784	1.97782E-05	1.8196E-05	1.97782E-05	7.44163E-08	6.65692E-08	1877.092415	560.8190512	0.89813548	72165.92
Los Angeles (SC)	2021	Agricultural - Bale Wagons (Self Propelled)	Aggregated	300	Diesel	8.43683E-06	1.02086E-05	1.2149E-05	3.66518E-05	9.63068E-05	0.002465749	3.83286E-06	3.52623E-06	3.83286E-06	2.26969E-08	2.02601E-08	571.2863079	112.6473896	0.181470315	21792.94
Los Angeles (SC)	2021	Agricultural - Balers (Self Propelled)	Aggregated	50	Diesel	3.06737E-05	3.71151E-05	4.41701E-05	0.000137953	0.000154607	0.00250907	1.00939E-05	9.28638E-06	1.00939E-05	2.2433E-08	2.0616E-08	581.3232954	431.4711101	1.327241993	19878.88
Los Angeles (SC)	2021	Agricultural - Balers (Self Propelled)	Aggregated	75	Diesel	1.41881E-05	1.71676E-05	2.04309E-05	9.81239E-05	0.000137021	0.002296583	8.75994E-06	8.05915E-06	8.75994E-06	2.09498E-08	1.88701E-08	532.0925497	282.03051	0.860983115	18304.77
Los Angeles (SC)	2021	Agricultural - Balers (Self Propelled)	Aggregated	100	Diesel	3.07566E-06	3.72155E-06	4.42895E-06	2.15495E-05	2.81264E-05	0.000504366	2.07277E-06	1.90694E-06	2.07277E-06	4.60212E-09	4.14418E-09	116.855837	50.68555674	0.155677589	4016.354
Los Angeles (SC)	2021	Agricultural - Balers (Self Propelled)	Aggregated	175	Diesel	1.23214E-06	1.49088E-06	1.77427E-06	1.02163E-05	1.37599E-05	0.000250879	7.12272E-07	6.5529E-07	7.12272E-07	2.29809E-09	2.06137E-09	58.12579043	21.18701956	0.065190768	2230.149
Los Angeles (SC)	2021	Agricultural - Combine Harvesters	Aggregated	75	Diesel	2.79832E-06	3.38597E-06	4.02958E-06	1.66048E-05	2.41068E-05	0.000375356	1.79179E-06	1.64845E-06	1.79179E-06	3.40968E-09	3.08415E-09	86.96578022	60.40092301	0.165782416	3362.538
Los Angeles (SC)	2021	Agricultural - Combine Harvesters	Aggregated	100	Diesel	2.21925E-05	2.68529E-05	3.19572E-05	0.000131907	0.000188654	0.002978162	1.51275E-05	1.39173E-05	1.51275E-05	2.70535E-08	2.44704E-08	690.006677	306.8531246	0.84984975	26059.87
Los Angeles (SC)	2021	Agricultural - Combine Harvesters	Aggregated	175	Diesel	3.231E-05	3.90952E-05	4.65265E-05	0.000228769	0.000340941	0.005525928	1.82955E-05	1.68318E-05	1.82955E-05	5.04633E-08	4.54044E-08	1280.295427	402.410975	1.127986877	56212.7
Los Angeles (SC)	2021	Agricultural - Combine Harvesters	Aggregated	300	Diesel	0.000160828	0.000194602	0.000231593	0.000682474	0.002128003	0.040029675	7.82532E-05	7.1993E-05	7.82532E-05	3.67752E-07	3.28908E-07	9274.426592	1706.26027	4.554804425	394690.7
Los Angeles (SC)	2021	Agricultural - Combine Harvesters	Aggregated	600	Diesel	3.44941E-05	4.17379E-05	4.96715E-05	0.000240562	0.000458134	0.015281708	1.89779E-05	1.74596E-05	1.89779E-05	1.412E-07	1.25564E-07	3540.600239	443.73816	0.980578791	146815.5
Los Angeles (SC)	2021	Agricultural - Construction Equipment	Aggregated	50	Diesel	0.00030657	0.00037095	0.000441461	0.001065684	0.000995647	0.014443013	8.6145E-05	7.92534E-05	8.6145E-05	1.25231E-07	1.18673E-07	3346.284061	3235.584135	8.373246103	143298.5
Los Angeles (SC)	2021	Agricultural - Construction Equipment	Aggregated	75	Diesel	0.000212423	0.000257032	0.000305889	0.00108656	0.001748025	0.023147456	0.000126807	0.000116662	0.000126807	2.09072E-07	1.90194E-07	5363.005814	3629.524445	10.01264051	228625.5
Los Angeles (SC)	2021	Agricultural - Construction Equipment	Aggregated	100	Diesel	0.000416196	0.000503597	0.000599323	0.002508012	0.00339977	0.054772147	0.000276775	0.000254633	0.000276775	4.97306E-07	4.50041E-07	12690.09191	6442.908842	13.2621898	543323
Los Angeles (SC)	2021	Agricultural - Construction Equipment	Aggregated	175	Diesel	0.000815287	0.000986498	0.001174014	0.005579686	0.007567911	0.123689573	0.000446403	0.000410691	0.000446403	1.12678E-06	1.01631E-06	28657.48605	11165.94452	17.88084109	1367914
Los Angeles (SC)	2021	Agricultural - Construction Equipment	Aggregated	300	Diesel	0.000440331	0.000532801	0.000634077	0.001698182	0.004910488	0.081531239	0.000207626	0.000191016	0.000207626	7.45643E-07	6.6991E-07	18889.8731	4562.107254	8.17595224	897860.8
Los Angeles (SC)	2021	Agricultural - Construction Equipment	Aggregated	600	Diesel	6.1928E-05	7.49329E-05	8.91763E-05	0.000288084	0.000618825	0.009843243	2.66214E-05	2.44917E-05	2.66214E-05	8.97582E-08	8.08781E-08	2280.569052	311.3957515	0.352602708	109983.9
Los Angeles (SC)	2021	Agricultural - Cotton Pickers	Aggregated	100	Diesel	5.81433E-06	7.03534E-06	8.37264E-06	6.87868E-05	6.37574E-05	0.001692883	4.75366E-06	4.37336E-06	4.75366E-06	1.55821E-08	1.39098E-08	392.2218986	168.5032083	0.372526642	15165.29
Los Angeles (SC)	2021	Agricultural - Cotton Pickers	Aggregated	175	Diesel	1.26711E-05	1.53321E-05	1.82464E-05	0.000161773	0.000147903	0.004113369	8.27433E-06	7.61238E-06	8.27433E-06	3.79051E-08	3.37979E-08	953.0213458	331.2859547	0.723957405	40210.15
Los Angeles (SC)	2021	Agricultural - Cotton Pickers	Aggregated	300	Diesel	1.11534E-05	1.34956E-05	1.60608E-05	5.90272E-05	0.00015152	0.0043121	5.7105E-06	5.25366E-06	5.7105E-06	3.98003E-08	3.54309E-08	999.0652566	173.765674	0.376097825	42940.96
Los Angeles (SC)	2021	Agricultural - Cotton Pickers	Aggregated	600	Diesel	3.23474E-05	3.91403E-05	4.65802E-05	0.000173345	0.000428569	0.012935087	1.68337E-05	1.5487E-05	1.68337E-05	1.19423E-07	1.06283E-07	2996.914397	395.0253474	0.863267609	128363.6
Los Angeles (SC)	2021	Agricultural - Forage & Silage Harvesters	Aggregated	100	Diesel	1.13758E-06	1.37647E-06	1.63811E-06	6.76856E-06	9.68433E-06	0.000153005	7.76293E-07	7.1419E-07	7.76293E-07	1.38997E-09	1.25718E-09	35.44959112	17.13326317	0.046843778	1370.661
Los Angeles (SC)	2021	Agricultural - Forage & Silage Harvesters	Aggregated	300	Diesel	1.09916E-06	1.32999E-06	1.58279E-06	4.36983E-06	1.45346E-05	0.000245108	5.25239E-07	4.8322E-07	5.25239E-07	2.24837E-09	2.01396E-09	56.78871664	11.09563831	0.031192299	2441.04
Los Angeles (SC)	2021	Agricultural - Forage & Silage Harvesters	Aggregated	600	Diesel	1.18685E-05	1.43609E-05	1.70906E-05	6.43614E-05	0.000156078	0.003678555	6.01921E-06	5.53767E-06	6.01921E-06	3.38821E-08	3.02253E-08	852.2798021	90.31054444	0.223356718	37792.98
Los Angeles (SC)	2021	Agricultural - Forage & Silage Harvesters	Aggregated	750	Diesel	2.20174E-05	2.66411E-05	3.17051E-05	0.000149885	0.00029288	0.009456715	1.20069E-05	1.10463E-05	1.20069E-05	8.73579E-08	7.77021E-08	2191.01474	154.8093145	0.339177315	93620.64
Los Angeles (SC)	2021	Agricultural - Forage & Silage Harvesters	Aggregated	9999	Diesel	1.36078E-05	1.64654E-05	1.95952E-05	9.03973E-05	0.000301493	0.005633796	7.42419E-06	6.83026E-06	7.42419E-06	5.20284E-08	4.62907E-08	1305.287412	65.24100086	0.141771964	56107.26
Los Angeles (SC)	2021	Agricultural - Forklifts	Aggregated	50	Diesel	2.5792E-05	3.12083E-05	3.71405E-05	0.000101869	9.63992E-05	0.00146915	7.47111E-06	6.87342E-06	7.47111E-06	1.29004E-08	1.20714E-08	340.3856474	440.776305	0.731080013	14599.87
Los Angeles (SC)	2021	Agricultural - Forklifts	Aggregated	75	Diesel	2.08506E-06	2.52292E-06	3.00249E-06	1.14375E-05	1.69977E-05	0.000236946	1.22797E-06	1.12973E-06	1.22797E-06	2.14283E-09	1.9469E-09	54.89782354	36.22594	0.043057306	2354.686
Los Angeles (SC)	2021	Agricultural - Forklifts	Aggregated	100	Diesel	8.18554E-07	9.9045E-07	1.17872E-06	4.54568E-06	6.323E-06	9.4171E-05	5.18774E-07	4.77272E-07	5.18774E-07	8.51941E-10	7.73767E-10	21.818366	12.07531354	0.014352436	935.8368
Los Angeles (SC)	2021	Agricultural - Hay Squeeze/Stack retriever	Aggregated	75	Diesel	1.55761E-06	1.88471E-06	2.24296E-06	6.6665E-06	1.12406E-05	0.00012812	9.42837E-07	8.6741E-07	9.42837E-07	1.14575E-09	1.05271E-09	29.68400505	19.30202842	0.032618554	1212.582
Los Angeles (SC)	2021	Agricultural - Hay Squeeze/Stack retriever	Aggregated	100	Diesel	1.72838E-06	2.09134E-06	2.48887E-06	7.41823E-06	1.23108E-05	0.000142567	1.08611E-06	9.99217E-07	1.08611E-06	1.27509E-09	1.17142E-09	33.03122448	17.41051282	0.029402896	1349.315
Los Angeles (SC)	2021	Agricultural - Hay Squeeze/Stack retriever	Aggregated	175	Diesel	3.69987E-05	4.47684E-05	5.32781E-05	0.00018962	0.000333376	0.003910096	1.95168E-05	1.79554E-05	1.95168E-05	3.52833E-08	3.21277E-08	905.9254182	315.1483772	0.531217319	37985.94
Los Angeles (SC)	2021	Agricultural - Hay Squeeze/Stack retriever	Aggregated	300	Diesel	8.70795E-05	0.000105366	0.000125395	0.000300291	0.000917039	0.01111697	3.97794E-05	3.6597E-05	3.97794E-05	1.00859E-07	9.13438E-08	2575.67728	492.3238038	0.827133741	116903
Los Angeles (SC)	2021	Agricultural - Hay Squeeze/Stack retriever	Aggregated	600	Diesel	2.39367E-05	2.89633E-05	3.44688E-05	0.000128359	0.000251784	0.003332189	1.07369E-05	9.87798E-06	1.07369E-05	3.02963E-08	2.73793E-08	772.0307037	108.1270824	0.183075502	34388.37
Los Angeles (SC)	2021	Agricultural - Nut Harvester	Aggregated	50	Diesel	6.10509E-05	7.38716E-05	8.79133E-05	0.000649081	0.000832762	0.015715749	3.03384E-05	2.79113E-05	3.03384E-05	1.44443E-07	1.2913E-07	3641.162589	3523.179263	8.97584899	141124.7
Los Angeles (SC)	2021	Agricultural - Nut Harvester	Aggregated	75	Diesel	3.55206E-05	4.29799E-05	5.11496E-05	0.00055457	0.000553272	0.014230715	2.41116E-05	2.21827E-05	2.41116E-05	1.31387E-07	1.16928E-07	3297.096922	1968.013508	4.993593224	128456.8
Los Angeles (SC)	2021	Agricultural - Nut Harvester	Aggregated	100	Diesel	8.15984E-05	9.8734E-05	0.000117502	0.001920975	0.001202558	0.049675794	8.08816E-05	7.44111E-05	8.08816E-05	4.5991E-07	4.08167E-07	11509.32392	5443.377209	9.720951672	447845.2
Los Angeles (SC)	2021	Agricultural - Nut Harvester	Aggregated	175	Diesel	8.84499E-05	0.000107024	0.000127368	0.001519807	0.001111264	0.039395759	6.19838E-05	5.70251E-05	6.19838E-05	3.64023E-07	3.237E-07	9127.555342	3108.589027	6.296066752	382604.6
Los Angeles (SC)	2021	Agricultural - Nut Harvester	Aggregated	300	Diesel	6.68077E-06	8.08373E-06	9.62031E-06	4.32784E-05	8.88542E-05	0.003199716	3.66615E-06	3.37286E-06	3.66615E-06	2.9581E-08	2.62908E-08	741.338233	161.5860122	0.331673168	32013.37
Los Angeles (SC)	2021	Agricultural - Nut Harvester	Aggregated	600	Diesel	4.686E-05	5.67006E-05	6.74784E-05	0.000351989	0.000674327	0.027602886	2.80237E-05	2.57818E-05	2.80237E-05	2.55508E-07	2.26802E-07	6395.278996	845.8416287	1.984841915	274898.5
Los Angeles (SC)	2021	Agricultural - Other Harvesters	Aggregated	50	Diesel	3.23941E-05	3.91969E-05	4.66475E-05	0.000191152	0.0001826	0.002929895	1.08174E-05	9.952E-06	1.08174E-05	2.62982E-08	2.40738E-08	678.8238327	688.5676166	0.546290919	26246.77
Los Angeles (SC)	2021	Agricultural - Other Harvesters	Aggregated	75	Diesel	3.82561E-05	4.62899E-05	5.50887E-05	0.000337869	0.000352099	0.007507964	2.26316E-05	2.08211E-05	2.26316E-05	6.87328E-08	6.169E-08	1739.510994	1006.924661	0.71775593	67911.69
Los Angeles (SC)	2021	Agricultural - Other Harvesters	Aggregated	100	Diesel	0.000137497	0.000166372	0.000197996	0.001154365	0.001106933	0.025398987	9.64264E-05	8.87123E-05	9.64264E-05	2.32276E-07	2.08694E-07	5884.660346	2655.902643	2.140761399	227567.2
Los Angeles (SC)	2021	Agricultural - Other Harvesters	Aggregated	175	Diesel	9.80076E-05	0.000118589	0.000141131	0.000731875	0.000934461	0.016825309	5.51953E-05	5.07797E-05	5.51953E-05	1.53661E-07	1.38247E-07	3898.235241	1284.635908	1.894659693	170610
Los Angeles (SC)	2021	Agricultural - Other Harvesters	Aggregated	300	Diesel	8.26034E-05	9.99501E-05	0.000118949	0.000320186	0.000925909	0.016904914	3.80213E-05	3.49796E-05	3.80213E-05	1.54865E-07	1.38901E-07	3916.678911	779.9672397	1.173315036	166451.6
Los Angeles (SC)	2021	Agricultural - Other Harvesters	Aggregated	600	Diesel	2.18458E-05	2.64334E-05	3.1458E-05	0.000117279	0.000241653	0.004226129	1.00913E-05	9.28399E-06	1.00913E-05	3.86794E-08	3.47245E-08	979.1466486	109.806274	0.183099594	42264.04
Los Angeles (SC)	2021	Agricultural - Others	Aggregated	50	Diesel	2.22442E-05	2.69155E-05	3.20316E-05	9.00888E-05	8.8176E-05	0.001361464	6.62325E-06	6.09339E-06	6.62325E-06	1.20045E-08	1.11866E-08	315.4359582	300.660641	0.572829152	13529.73
Los Angeles (SC)	2021	Agricultural - Others	Aggregated	75	Diesel	4.13568E-06	5.00418E-06	5.95539E-06	2.54282E-05	3.61779E-05	0.000561362	2.54276E-06	2.33933E-06	2.54276E-06	5.10081E-09	4.61249E-09	130.0612069	85.82470426	0.17383289	5578.606
Los Angeles (SC)	2021	Agricultural - Others	Aggregated	100	Diesel	1.68972E-05	2.04456E-05	2.43319E-05	0.000104744	0.00014048	0.002308763	1.12245E-05	1.03266E-05	1.12245E-05	2.09819E-08	1.89702E-08	534.914524	263.5117806	0.528674869	22943.64
Los Angeles (SC)	2021	Agricultural - Others	Aggregated	175	Diesel	4.72213E-05	5.71378E-05	6.79987E-05	0.000342447	0.000476048	0.007929058	2.6671E-05	2.45373E-05	2.6671E-05	7.23831E-08	6.515E-08	1837.073856	687.0591394	1.391211578	87598.89
Los Angeles (SC)	2021	Agricultural - Others	Aggregated	300	Diesel	5.27853E-05	6.38702E-05	7.60108E-05	0.000214146	0.000609194	0.010384905	2.58101E-05	2.37453E-05	2.58101E-05	9.5074E-08	8.53287E-08	2406.065855	527.0235313	1.057349726	114730.7
Los Angeles (SC)	2021	Agricultural - Others	Aggregated	600	Diesel	0.000244015	0.000295258	0.000351382	0.001473027	0.002855749	0.052542648	0.000118925	0.000109411	0.000118925	4.81721E-07	4.31722E-07	12173.54183	1553.674217	3.146875669	580482.2
Los Angeles (SC)	2021	Agricultural - Sprayers/Spray rigs	Aggregated	50	Diesel	5.5481E-05	6.7132E-05	7.98927E-05	0.00021727	0.000212074	0.003267053	1.62484E-05	1.49485E-05	1.62484E-05	2.87437E-08	2.68441E-08	756.9394877	819.4665054	1.463460204	30782.46
Los Angeles (SC)	2021	Agricultural - Sprayers/Spray rigs	Aggregated	75	Diesel	1.17335E-05	1.41975E-05	1.68962E-05	6.90222E-05	0.000101241	0.001506329	7.14218E-06	6.5708E-06	7.14218E-06	1.36682E-08	1.23769E-08	348.9994797	236.133868	0.423315776	14254.07
Los Angeles (SC)	2021	Agricultural - Sprayers/Spray rigs	Aggregated	100	Diesel	3.85007E-05	4.65858E-05	5.5441E-05	0.000228588	0.00031591	0.004983205	2.51755E-05	2.31615E-05	2.51755E-05	4.52262E-08	4.09451E-08	1154.552684	536.8345357	0.955675324	47493.54
Los Angeles (SC)	2021	Agricultural - Sprayers/Spray rigs	Aggregated	175	Diesel	4.9744E-05	6.01903E-05	7.16314E-05	0.000351085	0.000502035	0.008036127	2.79162E-05	2.56829E-05	2.79162E-05	7.3304E-08	6.60297E-08	1861.88049	693.338426	1.239996553	82683.09
Los Angeles (SC)	2021	Agricultural - Sprayers/Spray rigs	Aggregated	300	Diesel	2.08849E-05	2.52707E-05	3.00742E-05	8.562E-05	0.000239893	0.003937133	1.02938E-05	9.47034E-06	1.02938E-05	3.60184E-08	3.23499E-08	912.1894919	187.4503874	0.337717989	41063.53
Los Angeles (SC)	2021	Agricultural - Sprayers/Spray rigs	Aggregated	600	Diesel	1.27418E-06	1.54175E-06	1.83481E-06	8.14915E-06	1.48705E-05	0.00026222	6.23909E-07	5.73996E-07	6.23909E-07	2.40239E-09	2.15456E-09	60.75335301	8.360629501	0.015267679	2759.008
Los Angeles (SC)	2021	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	50	Diesel	1.06314E-05	1.2864E-05	1.53092E-05	7.33535E-05	8.4708E-05	0.00147974	4.17824E-06	3.84398E-06	4.17824E-06	1.34537E-08	1.21584E-08	342.8390646	282.0501524	0.644596929	12488.65
Los Angeles (SC)	2021	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	75	Diesel	2.39924E-05	2.90308E-05	3.4549E-05	0.000274839	0.000292542	0.006744788	1.56242E-05	1.43742E-05	1.56242E-05	6.20574E-08	5.54193E-08	1562.69159	868.7884658	1.876795356	55939.9
Los Angeles (SC)	2021	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	100	Diesel	4.84815E-05	5.86627E-05	6.98134E-05	0.00057498	0.000518635	0.014098495	3.852E-05	3.54384E-05	3.852E-05	1.29767E-07	1.15842E-07	3266.463056	1381.907519	2.995211737	118409.6
Los Angeles (SC)	2021	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	175	Diesel	2.62182E-05	3.1724E-05	3.77542E-05	0.000363516	0.000305495	0.009252555	1.71769E-05	1.58028E-05	1.71769E-05	8.53317E-08	7.60246E-08	2143.713133	697.7339243	1.452132915	82639.3
Los Angeles (SC)	2021	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	300	Diesel	1.23264E-05	1.49149E-05	1.775E-05	6.93065E-05	0.000159782	0.004965906	6.35455E-06	5.84619E-06	6.35455E-06	4.58504E-08	4.08029E-08	1150.544707	221.3741179	0.457361589	45507.44
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	50	Diesel	0.000273228	0.000330606	0.000393448	0.00115277	0.000990896	0.098623321	0.000105107	9.66981E-05	0.000105107	9.03625E-07	8.0495E-07	3199.725046	2408.909418	7.645383062	103918.2
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	75	Diesel	4.11027E-06	4.97343E-06	5.9188E-06	0.000103691	8.93467E-05	0.016502225	6.0809E-06	5.59442E-06	6.0809E-06	1.52448E-07	1.34689E-07	535.3965247	336.2308068	1.019384408	19333.27
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	100	Diesel	0.00075303	0.000911166	0.001084362	0.006184343	0.008179311	0.886351507	0.000570447	0.000524812	0.000570447	8.17217E-06	7.23428E-06	28756.69852	11823.37201	36.18814649	1038439
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	175	Diesel	0.001410105	0.001706227	0.002030551	0.017657383	0.018665521	2.941636946	0.001135967	0.001045089	0.001135967	2.71546E-05	2.40092E-05	95438.17107	26336.59047	80.53136825	3446200
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	300	Diesel	0.000485755	0.000587764	0.000699488	0.003036483	0.009140065	1.510168858	0.000262498	0.000241498	0.000262498	1.39477E-05	1.23258E-05	48995.76544	7901.42396	23.95553359	1769247
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Narrow Body	Aggregated	750	Diesel	0.00012046	0.000145757	0.000173463	0.000599293	0.001647931	0.100448328	7.53348E-05	6.9308E-05	7.53348E-05	9.25081E-07	8.19846E-07	3258.935368	168.1154034	0.509692204	117680.8
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	50	Diesel	5.88359E-06	7.11915E-06	8.47237E-06	0.000130467	0.000106759	0.021422281	4.26516E-07	3.92395E-07	4.26516E-07	1.97883E-07	1.74846E-07	695.0223155	464.668142	1.161761588	22536.4
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	75	Diesel	5.18273E-05	6.2711E-05	7.46313E-05	0.000317694	0.000542754	0.037744483	3.82161E-05	3.51588E-05	3.82161E-05	3.47412E-07	3.08065E-07	1224.57818	697.002213	1.742642382	44143.47
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	100	Diesel	7.94518E-05	9.61367E-05	0.000114411	0.000719821	0.001103827	0.102506069	7.07592E-05	6.50984E-05	7.07592E-05	9.45336E-07	8.36641E-07	3325.696532	1394.004426	3.485284764	119884.4
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	175	Diesel	0.000219434	0.000265515	0.000315985	0.002290735	0.002733915	0.386384312	0.000161139	0.000148248	0.000161139	3.56573E-06	3.15362E-06	12535.81348	3020.342923	7.551450321	451889.8
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	300	Diesel	0.000719953	0.000871143	0.001036732	0.006515278	0.010785699	3.483609516	0.000322114	0.000296345	0.000322114	3.21861E-05	2.84328E-05	113021.8742	16855.35945	42.40429796	4074213
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	600	Diesel	0.000653067	0.000790211	0.000940417	0.004479999	0.011938175	1.638303548	0.000383894	0.000353182	0.000383894	1.51273E-05	1.33716E-05	53152.95436	5133.628171	13.36025826	1916094
Los Angeles (SC)	2021	AirGrSupp - A/C Tug Wide Body	Aggregated	750	Diesel	7.70266E-05	9.32022E-05	0.000110918	0.000277707	0.001748772	0.137103869	4.47428E-05	4.11634E-05	4.47428E-05	1.26528E-06	1.11902E-06	4448.184038	254.6126805	1.161761588	160406
Los Angeles (SC)	2021	AirGrSupp - Baggage Tug	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	AirGrSupp - Baggage Tug	Aggregated	50	Diesel	0.000779314	0.00094297	0.001122213	0.003113368	0.002327283	0.216430683	0.000297098	0.00027333	0.000297098	1.97763E-06	1.76648E-06	7021.855167	7369.903346	10.23718029	332687.2
Los Angeles (SC)	2021	AirGrSupp - Baggage Tug	Aggregated	75	Diesel	0.00064722	0.000783136	0.000931996	0.010507094	0.008552657	1.549469219	0.00045926	0.000422519	0.00045926	1.43062E-05	1.26466E-05	50270.82239	39640.77198	54.07331129	2634957
Los Angeles (SC)	2021	AirGrSupp - Baggage Tug	Aggregated	100	Diesel	0.000539803	0.000653161	0.000777316	0.01049758	0.008058606	1.557216007	0.000263206	0.000242149	0.000263206	1.4381E-05	1.27098E-05	50522.17784	29614.51638	40.94872117	2650930
Los Angeles (SC)	2021	AirGrSupp - Baggage Tug	Aggregated	175	Diesel	2.04061E-05	2.46914E-05	2.93848E-05	9.52798E-05	0.000223985	0.01414472	1.52413E-05	1.4022E-05	1.52413E-05	1.30163E-07	1.15447E-07	458.9098663	192.430932	0.262491802	24053.87
Los Angeles (SC)	2021	AirGrSupp - Baggage Tug	Aggregated	300	Diesel	5.52811E-05	6.68901E-05	7.96048E-05	0.000186949	0.001168743	0.081473588	3.03068E-05	2.78823E-05	3.03068E-05	7.51605E-07	6.64976E-07	2643.32083	769.7237278	1.04996721	138550.3
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	50	Diesel	0.000272745	0.000330021	0.000392753	0.001377544	0.001101083	0.13429187	9.90834E-05	9.11568E-05	9.90834E-05	1.23341E-06	1.09607E-06	4356.951839	5030.742297	9.809642883	225911.8
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	75	Diesel	0.000627998	0.000759877	0.000904317	0.005706975	0.007267704	0.813851851	0.000514372	0.000473223	0.000514372	7.50562E-06	6.64255E-06	26404.52701	24210.4473	47.20890638	1521171
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	100	Diesel	0.000579084	0.000700691	0.00083388	0.005232164	0.006067799	0.732371001	0.000548038	0.000504195	0.000548038	6.75376E-06	5.97751E-06	23760.97057	16012.64849	31.57478803	1369676
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	175	Diesel	8.98949E-05	0.000108773	0.000129449	0.000524206	0.00091755	0.06712748	5.27086E-05	4.84919E-05	5.27086E-05	6.1793E-07	5.47885E-07	2177.877165	1010.448239	2.145859381	125546.9
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	300	Diesel	9.97685E-06	1.2072E-05	1.43667E-05	8.34704E-05	0.000121978	0.044300586	5.48067E-06	5.04221E-06	5.48067E-06	4.09282E-07	3.61575E-07	1437.283724	314.4213936	0.61310268	82850.04
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	600	Diesel	2.89356E-06	3.5012E-06	4.16672E-06	6.72591E-05	1.86615E-05	0.038248134	6.28E-07	5.7776E-07	6.28E-07	3.53536E-07	3.12176E-07	1240.918585	157.2106968	0.30655134	71530.87
Los Angeles (SC)	2021	AirGrSupp - Belt Loader	Aggregated	750	Diesel	3.90533E-05	4.72545E-05	5.62368E-05	0.000602561	0.000521348	0.022431349	2.65249E-05	2.44029E-05	2.65249E-05	2.06217E-07	1.83082E-07	727.7604304	67.18405845	0.30655134	41990.04
Los Angeles (SC)	2021	AirGrSupp - Bobtail	Aggregated	25	Diesel	1.56732E-06	1.89645E-06	2.25693E-06	3.14767E-05	4.01264E-05	0.004758717	1.45429E-06	1.33795E-06	1.45429E-06	4.39497E-08	3.884E-08	154.3913474	291.1638533	0.631135112	7279.096
Los Angeles (SC)	2021	AirGrSupp - Bobtail	Aggregated	50	Diesel	2.18964E-05	2.64946E-05	3.15308E-05	0.000199829	0.000170958	0.030024778	6.44621E-06	5.93052E-06	6.44621E-06	2.76937E-07	2.45058E-07	974.1208671	1011.81168	2.524540448	45931.96
Los Angeles (SC)	2021	AirGrSupp - Bobtail	Aggregated	75	Diesel	6.43875E-06	7.79089E-06	9.2718E-06	8.74269E-05	0.000125391	0.012670319	6.88467E-06	6.3339E-06	6.88467E-06	1.1695E-07	1.03413E-07	411.0745305	291.1638533	0.631135112	21546.13
Los Angeles (SC)	2021	AirGrSupp - Bobtail	Aggregated	100	Diesel	1.59501E-05	1.92996E-05	2.29681E-05	0.000375598	0.000292161	0.058386198	1.3367E-05	1.22976E-05	1.3367E-05	5.39331E-07	4.7654E-07	1894.275877	1164.655413	2.524540448	99286.87
Los Angeles (SC)	2021	AirGrSupp - Bobtail	Aggregated	175	Diesel	5.151E-05	6.23271E-05	7.41744E-05	0.000597229	0.000573821	0.09323136	3.68869E-05	3.3936E-05	3.68869E-05	8.60425E-07	7.60942E-07	3024.788789	1302.975534	3.15567556	158555.7
Los Angeles (SC)	2021	AirGrSupp - Bobtail	Aggregated	300	Diesel	0.000219524	0.000265625	0.000316115	0.001390746	0.003126936	0.509815618	0.000123607	0.000113718	0.000123607	4.70691E-06	4.16105E-06	16540.40626	4214.614067	9.46702668	866973.2
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	25	Diesel	4.04138E-05	4.89007E-05	5.81959E-05	0.000203393	0.000176305	0.019921115	1.76992E-05	1.62833E-05	1.76992E-05	1.82968E-07	1.62593E-07	646.3186378	1342.561435	2.810053951	33564.04
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	50	Diesel	3.63033E-05	4.3927E-05	5.22767E-05	0.000341518	0.000335391	0.044455915	1.70389E-05	1.56758E-05	1.70389E-05	4.09928E-07	3.62843E-07	1442.323197	2002.756782	4.496086322	74897.68
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	100	Diesel	0.000692029	0.000837355	0.000996521	0.013403915	0.010794301	2.068627156	0.000471349	0.000433641	0.000471349	1.91047E-05	1.68839E-05	67114.3299	44999.21051	97.2278667	3873261
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	175	Diesel	0.000507426	0.000613985	0.000730693	0.016608047	0.006842492	2.941017823	0.000217483	0.000200084	0.000217483	2.71759E-05	2.40042E-05	95418.08433	41474.06296	87.11167248	5508732
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	300	Diesel	4.97962E-05	6.02534E-05	7.17065E-05	0.000547931	0.000551475	0.289306375	2.03101E-05	1.86853E-05	2.03101E-05	2.67329E-06	2.36128E-06	9386.22672	2539.781356	5.620107902	541877.5
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	600	Diesel	2.43079E-05	2.94126E-05	3.50034E-05	0.00048605	0.000134193	0.271799006	4.60476E-06	4.23638E-06	4.60476E-06	2.51219E-06	2.21839E-06	8818.219419	1611.073722	3.372064741	509099.3
Los Angeles (SC)	2021	AirGrSupp - Cargo Loader	Aggregated	750	Diesel	3.00309E-05	3.63374E-05	4.32445E-05	0.000541401	0.000148897	0.29874954	5.18699E-06	4.77203E-06	5.18699E-06	2.76119E-06	2.43835E-06	9692.599825	805.5368608	1.686032371	559579.6
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	25	Diesel	6.37859E-06	7.7181E-06	9.18517E-06	0.000129331	0.000100187	0.01972218	4.26816E-07	3.92671E-07	4.26816E-07	1.8215E-07	1.6097E-07	639.8644101	1230.819303	1.782874317	30770.48
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	50	Diesel	0.000261299	0.000316172	0.000376271	0.001195301	0.000917259	0.101964921	9.68599E-05	8.91111E-05	9.68599E-05	9.34877E-07	8.32224E-07	3308.139579	4698.603849	8.022934428	159073.6
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	75	Diesel	0.001757198	0.00212621	0.002530365	0.014079764	0.016859008	1.939430081	0.001411912	0.001298959	0.001411912	1.78783E-05	1.58294E-05	62922.67309	54434.44895	80.67506286	3368903
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	100	Diesel	0.000822778	0.000995562	0.001184801	0.004758722	0.007238425	0.617933896	0.000726977	0.000668819	0.000726977	5.68842E-06	5.04349E-06	20048.18474	12083.51967	18.72018033	1061004
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	175	Diesel	0.000231313	0.000279888	0.00033309	0.003281998	0.002695412	0.543968518	0.000149404	0.000137452	0.000149404	5.02232E-06	4.4398E-06	17648.4595	6559.485415	9.805808745	943501.1
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	300	Diesel	0.000526807	0.000637436	0.000758602	0.002562565	0.008613863	0.847853118	0.000307601	0.000282993	0.000307601	7.82302E-06	6.92006E-06	27507.66068	6657.169486	10.25152732	1470570
Los Angeles (SC)	2021	AirGrSupp - Cargo Tractor	Aggregated	600	Diesel	0.000264716	0.000320307	0.000381191	0.001546614	0.003294816	0.770815786	0.000107971	9.9333E-05	0.000107971	7.11863E-06	6.29129E-06	25008.26927	3384.753084	4.902904373	1336977
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	25	Diesel	5.99462E-06	7.25349E-06	8.63225E-06	2.94466E-05	2.47929E-05	0.003288708	2.12036E-06	1.95073E-06	2.12036E-06	3.02259E-08	2.6842E-08	106.6985059	368.8210386	0.942788877	9220.526
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	50	Diesel	0.000144794	0.000175201	0.000208503	0.000723833	0.000647876	0.072082049	6.06303E-05	5.57799E-05	6.06303E-05	6.6209E-07	5.88324E-07	2338.622687	5185.706451	13.67043871	202101.5
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	75	Diesel	5.7295E-05	6.9327E-05	8.25048E-05	0.000386299	0.000628699	0.047387083	4.58091E-05	4.21444E-05	4.58091E-05	4.36398E-07	3.86767E-07	1537.421717	2154.038839	6.128127697	147883.3
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	100	Diesel	0.00068249	0.000825813	0.000982786	0.006016226	0.007366996	0.869940601	0.000565988	0.000520709	0.000565988	8.02256E-06	7.10034E-06	28224.26473	30605.43097	81.55123782	2707737
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	175	Diesel	0.00030492	0.000368953	0.000439085	0.002884595	0.0040199	0.464842591	0.000213809	0.000196705	0.000213809	4.28855E-06	3.79398E-06	15081.30592	11027.95568	29.22645517	1449213
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	300	Diesel	0.000192531	0.000232963	0.000277245	0.00133786	0.003378274	0.393342082	0.000106336	9.78292E-05	0.000106336	3.63087E-06	3.21041E-06	12761.55067	5185.706451	13.67043871	1226051
Los Angeles (SC)	2021	AirGrSupp - Forklift	Aggregated	600	Diesel	3.73615E-05	4.52074E-05	5.38006E-05	0.000133714	0.000840569	0.065199279	2.18551E-05	2.01067E-05	2.18551E-05	6.01679E-07	5.32148E-07	2115.3188	553.2315579	1.414183315	203220.4
Los Angeles (SC)	2021	AirGrSupp - Lift	Aggregated	25	Diesel	2.16114E-06	2.61498E-06	3.11205E-06	4.22719E-05	5.2927E-05	0.006234743	1.88303E-06	1.73239E-06	1.88303E-06	5.75785E-08	5.08871E-08	202.2793837	419.4574684	1.007328947	10486.44
Los Angeles (SC)	2021	AirGrSupp - Lift	Aggregated	50	Diesel	8.88521E-05	0.000107511	0.000127947	0.001008247	0.001006014	0.148227323	4.31356E-05	3.96848E-05	4.31356E-05	1.36777E-06	1.20981E-06	4809.072244	5563.330633	13.59894079	249312.3
Los Angeles (SC)	2021	AirGrSupp - Lift	Aggregated	75	Diesel	1.56764E-05	1.89684E-05	2.2574E-05	0.000443374	0.000276644	0.07088781	8.42796E-06	7.75372E-06	8.42796E-06	6.54923E-07	5.78577E-07	2299.87693	1887.558608	4.532980262	132548.6
Los Angeles (SC)	2021	AirGrSupp - Lift	Aggregated	100	Diesel	0.000490324	0.000593292	0.000706066	0.006349374	0.005818796	0.968061062	0.000383199	0.000352543	0.000383199	8.93549E-06	7.90118E-06	31407.67504	21403.36924	51.87744078	1808688
Los Angeles (SC)	2021	AirGrSupp - Lift	Aggregated	175	Diesel	7.83151E-05	9.47612E-05	0.000112774	0.001245196	0.000840241	0.209522831	5.43924E-05	5.00411E-05	5.43924E-05	1.93479E-06	1.7101E-06	6797.737508	3145.931013	7.554967104	391773.3
Los Angeles (SC)	2021	AirGrSupp - Lift	Aggregated	300	Diesel	9.16001E-05	0.000110836	0.000131904	0.001244161	0.001180383	0.439652214	3.97408E-05	3.65615E-05	3.97408E-05	4.06205E-06	3.58838E-06	14264.0319	3675.772026	9.065960525	822114.6
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	25	Diesel	4.84471E-06	5.8621E-06	6.97639E-06	9.90385E-05	7.7132E-05	0.015213165	3.26552E-07	3.00428E-07	3.26552E-07	1.40508E-07	1.24168E-07	493.5744	1023.657394	2.10871497	25591.43
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	50	Diesel	0.00212586	0.002572291	0.003061238	0.015052557	0.013798613	1.820542887	0.000919954	0.000846358	0.000919954	1.6768E-05	1.4859E-05	59065.50899	88859.46975	187.6756324	3061846
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	75	Diesel	0.000550363	0.000665939	0.000792522	0.007858079	0.008393507	1.168859925	0.000470123	0.000432514	0.000470123	1.07902E-05	9.54008E-06	37922.37299	32145.84614	68.53323653	2185967
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	100	Diesel	0.000328772	0.000397814	0.000473431	0.007135331	0.00447605	1.124332138	0.000202092	0.000185925	0.000202092	1.03851E-05	9.17665E-06	36477.718	23775.19397	49.5548018	2098441
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	175	Diesel	0.000945692	0.001144288	0.001361797	0.018838202	0.01154911	3.318406862	0.000531764	0.000489223	0.000531764	3.06519E-05	2.70844E-05	107662.0561	38568.5453	81.18552636	6205921
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	300	Diesel	0.000930574	0.001125994	0.001340026	0.007520734	0.013241984	3.537466388	0.000458133	0.000421483	0.000458133	3.26777E-05	2.88723E-05	114769.2011	29355.62875	62.20709162	6615620
Los Angeles (SC)	2021	AirGrSupp - Other GSE	Aggregated	600	Diesel	0.000571433	0.000691434	0.000822864	0.005208507	0.007667505	2.206567048	0.000294501	0.000270941	0.000294501	2.03837E-05	1.80097E-05	71589.63778	11491.30524	24.25022216	4126618
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	50	Diesel	1.11437E-05	1.34838E-05	1.60469E-05	0.000101408	0.000128548	0.018479673	6.80781E-06	6.26318E-06	6.80781E-06	1.70519E-07	1.50829E-07	599.5526237	613.2065335	10.87147569	26510.84
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	75	Diesel	2.28656E-06	2.76674E-06	3.29265E-06	0.000114757	7.00307E-05	0.019746291	8.09923E-07	7.45129E-07	8.09923E-07	1.82496E-07	1.61167E-07	640.646655	575.5865008	15.44893914	31635.94
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	100	Diesel	2.76325E-06	3.34353E-06	3.97908E-06	1.24946E-05	3.13454E-05	0.001330613	1.66218E-06	1.52921E-06	1.66218E-06	1.22193E-08	1.08603E-08	43.17025977	21.31801855	0.572182931	2131.802
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	175	Diesel	5.69331E-06	6.88891E-06	8.19837E-06	5.40434E-05	8.90217E-05	0.008695244	5.3654E-06	4.93617E-06	5.3654E-06	8.0221E-08	7.09694E-08	282.1076043	125.4001091	0.572182931	13794.01
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	300	Diesel	1.86156E-06	2.25249E-06	2.68065E-06	1.27354E-05	4.26076E-05	0.007251839	9.09144E-07	8.36412E-07	9.09144E-07	6.6991E-08	5.91885E-08	235.2779158	42.63603709	1.144365862	11618.32
Los Angeles (SC)	2021	AirGrSupp - Passenger Stand	Aggregated	600	Diesel	5.86548E-07	7.09724E-07	8.4463E-07	1.43199E-05	3.97893E-06	0.008183267	1.33128E-07	1.22478E-07	1.33128E-07	7.56408E-08	6.67907E-08	265.4970976	42.63603709	1.144365862	13110.58
Los Angeles (SC)	2021	CHC - AE Barge and Dredge	Aggregated		Diesel	0.003700079	0.004477096	0.005328114	0.045798467	0.116872535	3.368749467	0.003015733	0.002774474	0.003015733	3.10348E-05	0.000195041	775301.1635	0	0	0
Los Angeles (SC)	2021	CHC - AE Charter Fishing	Aggregated		Diesel	0.003016741	0.003650257	0.004344107	0.012622793	0.017388484	0.226307921	0.000952372	0.000876182	0.000952372	2.00183E-06	1.31026E-05	52083.65775	0	0	0
Los Angeles (SC)	2021	CHC - AE Commercial Fishing	Aggregated		Diesel	0.002139234	0.002588473	0.003080496	0.009964371	0.019534845	0.173814083	0.001082038	0.000995475	0.001082038	1.54282E-06	1.00634E-05	40002.45841	0	0	0
Los Angeles (SC)	2021	CHC - AE Crew and Supply	Aggregated		Diesel	0.000706404	0.000854749	0.001017222	0.002627845	0.003299701	0.055169409	0.000124775	0.000114793	0.000124775	4.88876E-07	3.19416E-06	12696.96885	0	0	0
Los Angeles (SC)	2021	CHC - AE Ferry and Excursion	Aggregated		Diesel	0.009340223	0.01130167	0.013449921	0.053477709	0.064037115	1.104655641	0.002239715	0.002060538	0.002239715	9.93288E-06	6.39566E-05	254231.0766	0	0	0
Los Angeles (SC)	2021	CHC - AE Others	Aggregated		Diesel	0.000336906	0.000407657	0.000485145	0.001416078	0.002054313	0.024196436	0.000116851	0.000107503	0.000116851	2.13601E-07	1.40091E-06	5568.691107	0	0	0
Los Angeles (SC)	2021	CHC - AE Pilot Vessels	Aggregated		Diesel	6.1192E-05	7.40423E-05	8.81165E-05	0.000201517	0.000216499	0.003065196	1.38978E-05	1.27859E-05	1.38978E-05	2.65035E-08	1.77466E-07	705.4398136	0	0	0
Los Angeles (SC)	2021	CHC - AE Tow Boats	Aggregated		Diesel	8.8748E-05	0.000107385	0.000127797	0.000516856	0.000667755	0.010923903	2.55695E-05	2.35239E-05	2.55695E-05	9.83345E-08	6.32464E-07	2514.082602	0	0	0
Los Angeles (SC)	2021	CHC - AE Tug Boats	Aggregated		Diesel	0.002733372	0.00330738	0.003936056	0.016375949	0.020352804	0.345919625	0.000721134	0.000663443	0.000721134	3.1162E-06	2.00278E-05	79611.70459	0	0	0
Los Angeles (SC)	2021	CHC - AE Work Boats	Aggregated		Diesel	0.000307364	0.000371911	0.000442604	0.001843334	0.002799147	0.035999261	0.000106772	9.82305E-05	0.000106772	3.2361E-07	2.08426E-06	8285.053285	0	0	0
Los Angeles (SC)	2021	CHC - ME Barge and Dredge	Aggregated		Diesel	0.000570779	0.000690643	0.000821922	0.005277745	0.021327341	0.402727469	0.000584734	0.000537955	0.000584734	3.70629E-06	2.33168E-05	92685.75121	0	0	0
Los Angeles (SC)	2021	CHC - ME Charter Fishing	Aggregated		Diesel	0.025357152	0.030682154	0.036514299	0.160312409	0.345660711	3.778660989	0.014493787	0.013334284	0.014493787	3.41749E-05	0.000218774	869640.2893	0	0	0
Los Angeles (SC)	2021	CHC - ME Commercial Fishing	Aggregated		Diesel	0.005975113	0.007229887	0.008604163	0.028021396	0.107387241	0.676339892	0.00468138	0.004306687	0.00468138	6.07384E-06	3.91582E-05	155656.3081	0	0	0
Los Angeles (SC)	2021	CHC - ME Crew and Supply	Aggregated		Diesel	0.013223366	0.016000273	0.019041647	0.09794898	0.108005539	2.070520163	0.002505058	0.002304654	0.002505058	1.87463E-05	0.000119877	476520.0581	0	0	0
Los Angeles (SC)	2021	CHC - ME Ferry and Excursion	Aggregated		Diesel	0.149786235	0.181241344	0.215692178	1.362643832	1.467468157	27.93200605	0.037297573	0.034313767	0.037297573	0.000253752	0.001617187	6428414.164	0	0	0
Los Angeles (SC)	2021	CHC - ME Others	Aggregated		Diesel	0.005935042	0.007181401	0.008546461	0.033025747	0.088517926	0.810029987	0.004018911	0.003697399	0.004018911	7.31108E-06	4.68985E-05	186424.4277	0	0	0
Los Angeles (SC)	2021	CHC - ME Pilot Vessels	Aggregated		Diesel	0.004407386	0.005332938	0.006346636	0.028486753	0.056458572	0.715276675	0.00238211	0.002191541	0.00238211	6.48087E-06	4.14126E-05	164617.4177	0	0	0
Los Angeles (SC)	2021	CHC - ME Tow Boats	Aggregated		Diesel	0.00077178	0.000933854	0.001111363	0.007042253	0.007484414	0.147259628	0.000168841	0.000155334	0.000168841	1.33833E-06	8.52593E-06	33891.08088	0	0	0
Los Angeles (SC)	2021	CHC - ME Tug Boats	Aggregated		Diesel	0.046572742	0.056353018	0.067064749	0.417962151	0.500482692	8.601845381	0.014642556	0.013471152	0.014642556	7.81311E-05	0.000498023	1979672.516	0	0	0
Los Angeles (SC)	2021	CHC - ME Work Boats	Aggregated		Diesel	0.002153061	0.002605204	0.003100408	0.014146293	0.027089256	0.322598279	0.001118967	0.00102945	0.001118967	2.91799E-06	1.86776E-05	74244.41135	0	0	0
Los Angeles (SC)	2021	CHE - Port Construction Equipment	Aggregated	50	Diesel	0.000375907	0.000454847	0.000541305	0.003351802	0.00236859	0.320976578	3.96339E-05	3.64632E-05	3.96339E-05	2.95631E-06	2.61977E-06	10413.7316	7315.427302	2.236089393	329194.2
Los Angeles (SC)	2021	CHE - Port Construction Equipment	Aggregated	75	Diesel	0.001043034	0.001262071	0.001501969	0.00989487	0.010925969	1.4344083	0.000203527	0.000187245	0.000203527	1.32305E-05	1.17074E-05	46537.79757	21923.57973	6.861697744	1470236
Los Angeles (SC)	2021	CHE - Port Construction Equipment	Aggregated	100	Diesel	0.00079047	0.000956469	0.001138277	0.01192288	0.005086311	1.782702024	0.000110365	0.000101536	0.000110365	1.64583E-05	1.45502E-05	57837.80389	21683.0554	7.456379606	1819043
Los Angeles (SC)	2021	CHE - Port Construction Equipment	Aggregated	175	Diesel	0.002451586	0.002966419	0.003530284	0.032417588	0.02373136	4.856456247	0.000341433	0.000314118	0.000341433	4.48268E-05	3.96377E-05	157562.3745	40151.15785	13.36248114	5563201
Los Angeles (SC)	2021	CHE - Port Construction Equipment	Aggregated	300	Diesel	0.004262217	0.005157283	0.006137592	0.026250731	0.041507912	9.715905025	0.000508569	0.000467884	0.000508569	8.97005E-05	7.92999E-05	315221.8384	45396.59144	15.57133417	11143045
Los Angeles (SC)	2021	CHE - Port Construction Equipment	Aggregated	600	Diesel	0.015246943	0.018448801	0.021955598	0.098280203	0.14539345	40.5650587	0.001570513	0.001444872	0.001570513	0.000374587	0.000331087	1316088.655	121576.8453	41.49176252	45880341
Los Angeles (SC)	2021	CHE - Port Container Handling Equipment	Aggregated	175	Diesel	0.006477998	0.007838377	0.009328317	0.099400754	0.056497457	15.60188865	0.000694724	0.000639146	0.000694724	0.000144053	0.000127341	506186.0949	108750.9964	45.04255139	16547725
Los Angeles (SC)	2021	CHE - Port Container Handling Equipment	Aggregated	300	Diesel	0.034801115	0.042109349	0.050113605	0.252013089	0.303485137	114.0767084	0.003219524	0.002961962	0.003219524	0.001053652	0.000931079	3701093.171	480275.531	197.7922821	1.22E+08
Los Angeles (SC)	2021	CHE - Port Container Handling Equipment	Aggregated	600	Diesel	0.035227139	0.042624838	0.05072708	0.254024965	0.254753286	123.5058293	0.003113325	0.002864259	0.003113325	0.001140816	0.001008038	4007010.615	393376.7281	159.4790181	1.31E+08
Los Angeles (SC)	2021	CHE - Port Forklift	Aggregated	50	Diesel	0.000258821	0.000313173	0.000372702	0.003320894	0.002756328	0.408623516	6.32097E-05	5.81529E-05	6.32097E-05	3.77016E-06	3.33513E-06	13257.33995	18060.11189	19.73381452	763323.9
Los Angeles (SC)	2021	CHE - Port Forklift	Aggregated	75	Diesel	0.000287279	0.000347607	0.000413681	0.004665989	0.004414098	0.761713196	8.77584E-05	8.07377E-05	8.77584E-05	7.0338E-06	6.217E-06	24712.94578	20943.28328	22.7655423	1424818
Los Angeles (SC)	2021	CHE - Port Forklift	Aggregated	100	Diesel	0.000857155	0.001037157	0.001234303	0.024964423	0.003938564	4.242400832	0.000151316	0.000139211	0.000151316	3.91974E-05	3.46259E-05	137640.0228	92443.88535	102.7687833	7966986
Los Angeles (SC)	2021	CHE - Port Forklift	Aggregated	175	Diesel	0.002449667	0.002964097	0.00352752	0.059189195	0.023031846	10.08013807	0.000411259	0.000378358	0.000411259	9.31224E-05	8.22727E-05	327038.9783	143367.0227	154.2788479	21061793
Los Angeles (SC)	2021	CHE - Port Forklift	Aggregated	300	Diesel	0.001199677	0.001451609	0.001727535	0.011285329	0.010010047	5.58269178	0.00014898	0.000137062	0.00014898	5.15788E-05	4.55652E-05	181124.2866	55030.59885	61.67348073	11691050
Los Angeles (SC)	2021	CHE - Port Forklift	Aggregated	600	Diesel	0.000279547	0.000338252	0.000402548	0.003288029	0.001841156	1.734727533	3.46675E-05	3.18941E-05	3.46675E-05	1.603E-05	1.41586E-05	56281.32434	11282.57488	12.51102858	3637092
Los Angeles (SC)	2021	CHE - Port Other General Industrial Equipment	Aggregated	50	Diesel	0.001420093	0.001718312	0.002044933	0.012018966	0.00889637	1.194237721	0.00017063	0.00015698	0.00017063	1.09987E-05	9.74721E-06	38745.72763	28890.67185	13.59748937	1318456
Los Angeles (SC)	2021	CHE - Port Other General Industrial Equipment	Aggregated	75	Diesel	0.000641822	0.000776605	0.000924224	0.006620762	0.007165503	0.997793831	0.000142603	0.000131195	0.000142603	9.20584E-06	8.14386E-06	32372.32196	17302.00259	9.013405058	1094150
Los Angeles (SC)	2021	CHE - Port Other General Industrial Equipment	Aggregated	100	Diesel	0.001268477	0.001534857	0.001826607	0.01685168	0.008096551	2.565017573	0.000188226	0.000173168	0.000188226	2.36768E-05	2.09353E-05	83219.17031	34138.41422	16.93589404	2848412
Los Angeles (SC)	2021	CHE - Port Other General Industrial Equipment	Aggregated	175	Diesel	0.002538971	0.003072155	0.003656119	0.032764169	0.025718535	5.113238876	0.000424555	0.00039059	0.000424555	4.71983E-05	4.17336E-05	165893.4041	46606.89408	24.65822377	6186687
Los Angeles (SC)	2021	CHE - Port Other General Industrial Equipment	Aggregated	300	Diesel	0.001727791	0.002090627	0.002488019	0.01095153	0.017246563	4.311628255	0.000212503	0.000195503	0.000212503	3.98113E-05	3.51909E-05	139886.0303	23981.5438	12.00924595	5443203
Los Angeles (SC)	2021	CHE - Port Other General Industrial Equipment	Aggregated	600	Diesel	0.003272151	0.003959303	0.004711898	0.033702853	0.0342187	6.07622352	0.000496494	0.000456774	0.000496494	5.60795E-05	4.95933E-05	197136.3803	15959.94643	7.252521344	7415061
Los Angeles (SC)	2021	CHE - Port RTG Crane	Aggregated	300	Diesel	0.000829986	0.001004283	0.001195179	0.005751623	0.007107438	2.086620521	9.35256E-05	8.60435E-05	9.35256E-05	1.92669E-05	1.70307E-05	67698.10481	28545.90701	15.70570589	6541239
Los Angeles (SC)	2021	CHE - Port RTG Crane	Aggregated	600	Diesel	0.009973955	0.012068485	0.014362495	0.066599889	0.079159958	31.53887764	0.000868605	0.000799116	0.000868605	0.000291293	0.000257416	1023244.151	198946.9454	105.0654792	98974018
Los Angeles (SC)	2021	CHE - Port RTG Crane	Aggregated	750	Diesel	0.010743902	0.013000122	0.015471219	0.072131421	0.082088034	34.95818869	0.000910089	0.000837282	0.000910089	0.000322883	0.000285324	1134179.933	166743.7592	87.3274613	1.1E+08
Los Angeles (SC)	2021	CHE - Port RTG Crane	Aggregated	9999	Diesel	0.006747172	0.008164078	0.009715927	0.03773649	0.106573145	18.27121145	0.00145245	0.001336254	0.00145245	0.000168724	0.000149127	592789.3333	59707.38166	32.11296875	57289233
Los Angeles (SC)	2021	CHE - Port Yard Tractor	Aggregated	175	Diesel	0.020675346	0.025017168	0.029772498	1.708876329	0.129096417	275.2604827	0.004757356	0.004376767	0.004757356	0.002544299	0.002246639	8930523.215	2555153.218	1079.640638	4.43E+08
Los Angeles (SC)	2021	CHE - Port Yard Tractor	Aggregated	300	Diesel	0.018225162	0.022052446	0.026244234	0.543761185	0.099780702	255.7923256	0.003642847	0.00335142	0.003642847	0.00236438	0.002087743	8298900.301	1867802.128	741.2102392	4.11E+08
Los Angeles (SC)	2021	CHE - Port Yard Tractor	Aggregated	600	Diesel	0.000149425	0.000180804	0.000215172	0.004170382	0.000959367	2.057943078	2.94384E-05	2.70833E-05	2.94384E-05	1.90222E-05	1.67967E-05	66767.69674	10340.80695	4.766625333	3309058
Los Angeles (SC)	2021	CHE - Rail Container Handling Equipment	Aggregated	175	Diesel	0.001740259	0.002105713	0.002505973	0.021353197	0.017314546	3.277610879	0.000247726	0.000227908	0.000247726	3.02509E-05	2.67514E-05	106338.4753	23748.7358	7.959974613	3498058
Los Angeles (SC)	2021	CHE - Rail Container Handling Equipment	Aggregated	300	Diesel	0.003898965	0.004717748	0.00561451	0.023301454	0.037320811	9.494917949	0.000404014	0.000371693	0.000404014	8.76683E-05	7.74962E-05	308052.1561	46631.87996	11.53383196	10091495
Los Angeles (SC)	2021	CHE - Rail Container Handling Equipment	Aggregated	600	Diesel	0.001049208	0.001269542	0.00151086	0.006881206	0.010275244	2.292298989	0.00014076	0.000129499	0.00014076	2.1162E-05	1.87094E-05	74371.1162	6981.139645	3.161165111	2418746
Los Angeles (SC)	2021	CHE - Rail Forklift	Aggregated	75	Diesel	4.17058E-05	5.0464E-05	6.00563E-05	0.000517485	0.000553586	0.081227328	2.01932E-05	1.85778E-05	2.01932E-05	7.49736E-07	6.62967E-07	2635.331216	2450.203308	1.907831099	152729.3
Los Angeles (SC)	2021	CHE - Rail Forklift	Aggregated	100	Diesel	0.000126248	0.00015276	0.000181797	0.002701955	0.000477706	0.418119834	1.80082E-05	1.65675E-05	1.80082E-05	3.86194E-06	3.41264E-06	13565.43755	9417.982025	3.93246463	775309.7
Los Angeles (SC)	2021	CHE - Rail Forklift	Aggregated	175	Diesel	0.000140782	0.000170346	0.000202725	0.00318001	0.000757084	0.487167599	1.31971E-05	1.21413E-05	1.31971E-05	4.49988E-06	3.9762E-06	15805.61624	6460.053483	2.30442624	1003976
Los Angeles (SC)	2021	CHE - Rail Forklift	Aggregated	300	Diesel	3.31381E-05	4.0097E-05	4.77188E-05	0.000247765	0.00033265	0.111557246	5.98414E-06	5.50541E-06	5.98414E-06	1.03041E-06	9.10515E-07	3619.351977	971.6300641	0.756551935	233191.2

Los Angeles (SC)	2021	CHE - Rail Other General Industrial Equipment	Aggregated	50	Diesel	0.00061823	0.000748059	0.000890251	0.004565094	0.003307452	0.408339666	9.00788E-05	8.28725E-05	9.00788E-05	3.75676E-06	3.33281E-06	13248.13076	9678.012332	2.67956639	451640.6
Los Angeles (SC)	2021	CHE - Rail Other General Industrial Equipment	Aggregated	175	Diesel	1.27558E-05	1.54346E-05	1.83684E-05	0.000197624	0.00017445	0.035042813	2.25117E-06	2.07108E-06	2.25117E-06	3.23606E-07	2.86015E-07	1136.925477	374.6852554	0.822660607	43088.8
Los Angeles (SC)	2021	CHE - Rail Other General Industrial Equipment	Aggregated	300	Diesel	0.000279088	0.000337697	0.000401887	0.001748262	0.002985029	0.662753097	3.72707E-05	3.4289E-05	3.72707E-05	6.11911E-06	5.4093E-06	21502.29433	3913.376794	2.89115096	897082.7
Los Angeles (SC)	2021	CHE - Rail RTG Crane	Aggregated	300	Diesel	0.008249169	0.009981494	0.011878803	0.050243355	0.076918936	20.60045191	0.000743568	0.000684083	0.000743568	0.000190214	0.000168138	668358.9749	241619.182	51.10742664	64584281
Los Angeles (SC)	2021	CHE - Rail RTG Crane	Aggregated	600	Diesel	0.001192114	0.001442458	0.001716644	0.007255164	0.009575225	3.412310128	9.34461E-05	8.59705E-05	9.34461E-05	3.15127E-05	2.78508E-05	110708.6441	29418.91679	5.952667007	10742534
Los Angeles (SC)	2021	CHE - Rail Yard Tractor	Aggregated	175	Diesel	0.012336311	0.014926936	0.017764288	0.836988433	0.054742076	135.2261438	0.002225753	0.002047693	0.002225753	0.001249863	0.001103698	4387263.31	1372683.847	324.1305226	2.17E+08
Los Angeles (SC)	2021	CHE - Rail Yard Tractor	Aggregated	300	Diesel	0.005310124	0.00642525	0.007646579	0.130495991	0.024608011	63.06861216	0.000945763	0.000870102	0.000945763	0.000582941	0.000514758	2046191.664	507054.1357	135.848822	1.01E+08
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	50	Diesel	0.000214447	0.000259481	0.000308804	0.001660934	0.001692327	0.218685141	0.000106247	9.77474E-05	0.000106247	2.01542E-06	1.78488E-06	7094.99857	6139.488851	17.45320039	241069.7
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	75	Diesel	0.000122201	0.000147863	0.000175969	0.001655906	0.00205529	0.248499464	0.000114933	0.000105738	0.000114933	2.29383E-06	2.02822E-06	8062.291429	4293.701308	10.65563813	312704.9
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	100	Diesel	0.000342971	0.000414995	0.000493878	0.007008244	0.005076977	1.115374004	0.000224579	0.000206613	0.000224579	1.03019E-05	9.10353E-06	36187.0812	16750.01898	42.62255253	1405114
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	175	Diesel	0.000382228	0.000462495	0.000550408	0.008768241	0.004780932	1.578586964	0.000210605	0.000193756	0.000210605	1.45834E-05	1.28842E-05	51215.51553	13162.5663	42.07139883	1964146
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	300	Diesel	0.00048146	0.000582567	0.000693302	0.004601809	0.006873179	2.248636025	0.000209275	0.000192533	0.000209275	2.07753E-05	1.83531E-05	72954.51941	13621.99089	42.43883463	2831903
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	600	Diesel	0.000707936	0.000856603	0.001019428	0.007742211	0.00881976	4.101980774	0.000292867	0.000269437	0.000292867	3.79036E-05	3.34798E-05	133084.2487	12445.53208	36.00870817	5178410
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	750	Diesel	0.000256506	0.000310373	0.000369369	0.00326824	0.002877213	1.789306528	0.000107453	9.88572E-05	0.000107453	1.65353E-05	1.46041E-05	58052.07973	3445.373287	6.981280156	2218848
Los Angeles (SC)	2021	ConstMin - Bore/Drill Rigs	Aggregated	9999	Diesel	0.000338819	0.000409971	0.0004879	0.002238496	0.00901924	1.182110462	0.000219495	0.000201936	0.000219495	1.0919E-05	9.64823E-06	38352.27207	794.6074929	1.102307393	1478257
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	25	Diesel	6.68931E-06	8.09407E-06	9.63261E-06	3.78121E-05	3.39138E-05	0.004181424	2.57522E-06	2.3692E-06	2.57522E-06	3.84587E-08	3.41282E-08	135.6616862	327.704361	0.692203515	8192.609
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	50	Diesel	0.000210301	0.000254464	0.000302833	0.000892062	0.000712802	0.067749705	7.57868E-05	6.97239E-05	7.57868E-05	6.20071E-07	5.52964E-07	2198.064559	3187.432878	7.383504159	131416.6
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	75	Diesel	5.60925E-05	6.7872E-05	8.07733E-05	0.000234902	0.000512275	0.027515717	4.75827E-05	4.37761E-05	4.75827E-05	2.52714E-07	2.2458E-07	892.7171347	855.7303862	2.30734505	59533.05
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	100	Diesel	0.001587674	0.001921085	0.00228625	0.012013225	0.016980961	1.546269515	0.001174846	0.001080859	0.001174846	1.42484E-05	1.26204E-05	50167.01151	38359.90547	87.67911189	3380068
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	175	Diesel	0.003628985	0.004391072	0.005225738	0.031030227	0.044842301	4.67150713	0.002405878	0.002213408	0.002405878	4.30815E-05	3.81282E-05	151561.9041	69380.84834	153.4384458	10160351
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	300	Diesel	0.004547973	0.005503047	0.006549081	0.027340674	0.065236713	8.146537798	0.002640525	0.002429283	0.002640525	7.51823E-05	6.64909E-05	264305.447	80361.80989	172.1279407	17747955
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	600	Diesel	0.005926756	0.007171375	0.008534529	0.057522148	0.08365467	14.09891617	0.003321422	0.003055708	0.003321422	0.000130174	0.000115073	457423.8081	83394.76846	170.5127992	30750423
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	750	Diesel	0.000224131	0.000271199	0.000322749	0.002192626	0.002867325	0.22041131	0.000148214	0.000136357	0.000148214	2.03109E-06	1.79897E-06	7151.002219	747.1034239	1.84587604	478390.4
Los Angeles (SC)	2021	ConstMin - Cranes	Aggregated	9999	Diesel	0.000939974	0.001137368	0.001353562	0.009670276	0.01295567	0.778578132	0.000619033	0.00056951	0.000619033	7.17014E-06	6.35465E-06	25260.11006	1806.802423	3.69175208	1695148
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	50	Diesel	0.000648283	0.000784422	0.000933527	0.0027928	0.002133972	0.219397268	0.000224436	0.000206481	0.000224436	2.00899E-06	1.79069E-06	7118.102744	6907.026476	20.47831281	290625.3
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	75	Diesel	8.22812E-05	9.95602E-05	0.000118485	0.00032275	0.00078846	0.026948087	5.78085E-05	5.31838E-05	5.78085E-05	2.4668E-07	2.19947E-07	874.3010198	560.6540319	3.071746921	39179.99
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	100	Diesel	0.010012642	0.012115297	0.014418205	0.072503722	0.101939369	9.668975521	0.008401913	0.00772976	0.008401913	8.90941E-05	7.89169E-05	313699.2623	161344.6705	348.540884	14104252
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	175	Diesel	0.007243142	0.008764202	0.010430124	0.066422219	0.088339045	10.57238189	0.004921269	0.004527568	0.004921269	9.75296E-05	8.62904E-05	343009.2869	103635.684	231.4049347	15456070
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	300	Diesel	0.006813894	0.008244812	0.009812008	0.04340253	0.101125246	11.13558233	0.004035197	0.003712381	0.004035197	0.00010275	9.08871E-05	361281.7051	79159.49416	180.0043696	16293684
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	600	Diesel	0.015222302	0.018418986	0.021920115	0.120169964	0.213892778	38.46284012	0.008139224	0.007488086	0.008139224	0.000355151	0.000313929	1247884.489	146302.9586	311.2703547	56286169
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	750	Diesel	0.000405577	0.000490748	0.00058403	0.002420049	0.007736701	0.704371272	0.000223455	0.000205578	0.000223455	6.50009E-06	5.74898E-06	22852.55019	1648.900848	3.686096305	1031393
Los Angeles (SC)	2021	ConstMin - Crawler Tractors	Aggregated	9999	Diesel	0.001340154	0.001621587	0.001929822	0.00719411	0.026774225	2.240279456	0.000741778	0.000682436	0.000741778	2.06723E-05	1.82849E-05	72683.39971	3361.381019	6.143493842	3272911
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	25	Diesel	1.4845E-05	1.79625E-05	2.13768E-05	5.04419E-05	3.42623E-05	0.002654179	4.77515E-06	4.39313E-06	4.77515E-06	2.40939E-08	2.16631E-08	86.11191556	156.8337169	0.615577854	3920.843
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	50	Diesel	0.006925371	0.008379699	0.009972534	0.066558388	0.058477446	8.77214311	0.003006149	0.002765657	0.003006149	8.08951E-05	7.15971E-05	284602.5224	362076.2339	500.6699877	12957492
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	75	Diesel	0.000189996	0.000229895	0.000273594	0.004075213	0.003495471	0.636126747	0.000153742	0.000141443	0.000153742	5.87561E-06	5.19198E-06	20638.43174	14059.43616	18.05695037	1046429
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	100	Diesel	0.004697231	0.00568365	0.006764013	0.071830999	0.057972128	10.75684919	0.003300551	0.003036507	0.003300551	9.93115E-05	8.7796E-05	348994.1256	216920.4899	342.8768645	17748165
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	175	Diesel	0.008203252	0.009925935	0.011812683	0.140736328	0.09313328	24.04188473	0.004534095	0.004171368	0.004534095	0.000222033	0.000196227	780012.4727	270262.2548	462.2989681	39468565
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	300	Diesel	0.008026778	0.009712401	0.01155856	0.065514571	0.103023261	30.7823373	0.003177673	0.002923459	0.003177673	0.000284357	0.000251241	998699.0331	230993.1307	401.151568	50525317
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	600	Diesel	0.012037526	0.014565406	0.017334037	0.110909005	0.133741437	54.11965473	0.004496841	0.004137094	0.004496841	0.000500002	0.000441717	1755852.596	263544.1192	414.6942808	89137954
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	750	Diesel	0.000279925	0.000338709	0.000403092	0.00211524	0.004181587	0.762148945	0.00012884	0.000118533	0.00012884	7.03805E-06	6.22056E-06	24727.08318	1954.977455	3.488274504	1239915
Los Angeles (SC)	2021	ConstMin - Excavators	Aggregated	9999	Diesel	0.000387474	0.000468843	0.000557962	0.003383399	0.009456172	1.515060159	0.000178226	0.000163968	0.000178226	1.39959E-05	1.23657E-05	49154.4583	2064.784223	3.077889268	2485764
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	25	Diesel	4.70029E-06	5.68735E-06	6.76842E-06	2.20864E-05	1.74461E-05	0.0016867	2.09685E-06	1.9291E-06	2.09685E-06	1.54534E-08	1.37666E-08	54.72313344	93.11825584	0.41239729	2327.956
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	50	Diesel	0.000189699	0.000229536	0.000273167	0.000780426	0.000559711	0.056335401	6.43333E-05	5.91866E-05	6.43333E-05	5.15158E-07	4.59802E-07	1827.740037	2083.055383	5.979760708	77765.27
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	75	Diesel	7.53636E-05	9.11899E-05	0.000108524	0.00062848	0.000753737	0.084378219	5.22467E-05	4.80669E-05	5.22467E-05	7.77858E-07	6.88684E-07	2737.558377	1777.161913	4.536370192	130013.8
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	100	Diesel	0.002010175	0.002432312	0.002894652	0.010721366	0.018866646	1.199051467	0.001559097	0.001434369	0.001559097	1.10255E-05	9.7865E-06	38901.90433	20740.69472	57.11702469	1863155
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	175	Diesel	0.011387153	0.013778456	0.016397501	0.097837276	0.132038145	14.70769204	0.007361331	0.006772425	0.007361331	0.000135638	0.000120042	477174.8706	151569.9818	324.762866	22509799
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	300	Diesel	0.016014865	0.019377987	0.023061406	0.078864957	0.237091341	30.97057828	0.00781621	0.007190913	0.00781621	0.000285858	0.000252778	1004806.304	219420.3661	292.3896787	47523875
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	600	Diesel	0.000708056	0.000856748	0.001019601	0.00285934	0.01123553	1.332867728	0.000345232	0.000317614	0.000345232	1.23018E-05	1.08787E-05	43243.42554	5787.532396	7.629349869	2037879
Los Angeles (SC)	2021	ConstMin - Graders	Aggregated	9999	Diesel	0.00082908	0.001003187	0.001193875	0.004206239	0.013756551	1.050719806	0.000432667	0.000398054	0.000432667	9.68955E-06	8.57583E-06	34089.44693	891.1417084	1.237191871	1612362
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	25	Diesel	5.03918E-06	6.0974E-06	7.25641E-06	1.67552E-05	1.15373E-05	0.000881634	1.58615E-06	1.45926E-06	1.58615E-06	7.99996E-09	7.19578E-09	28.60363196	45.71529196	0.202461508	1142.882
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	50	Diesel	0.004630957	0.005603458	0.006668578	0.033247867	0.027882576	3.641699997	0.001908051	0.001755407	0.001908051	3.35304E-05	2.97231E-05	118150.9458	125110.1824	191.9335098	4726932
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	75	Diesel	0.001211366	0.001465753	0.001744367	0.016950898	0.014717429	2.472130235	0.000814648	0.000749476	0.000814648	2.28197E-05	2.01772E-05	80205.5429	50114.01735	79.97229576	3554847
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	100	Diesel	0.001610161	0.001948295	0.002318632	0.01557754	0.017950874	2.146164748	0.001444326	0.00132878	0.001444326	1.97941E-05	1.75167E-05	69629.95168	38767.71046	59.52368343	3085802
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	175	Diesel	0.001619799	0.001959957	0.002332511	0.024142086	0.020084487	3.959702159	0.000976371	0.000898262	0.000976371	3.65608E-05	3.23186E-05	128468.1757	36060.90803	53.24737667	5702851
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	300	Diesel	0.001105816	0.001338038	0.001592375	0.007725186	0.014336151	3.395273428	0.000494355	0.000454807	0.000494355	3.13578E-05	2.77118E-05	110155.9071	22813.7593	35.63322545	4899195
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	600	Diesel	0.002567933	0.003107199	0.003697823	0.022323055	0.027304734	11.09061872	0.000929566	0.000855201	0.000929566	0.000102461	9.05201E-05	359822.9101	44722.12724	65.59752867	16009330
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	750	Diesel	0.000172732	0.000209006	0.000248734	0.000987344	0.00160742	0.489437908	8.01865E-05	7.37716E-05	8.01865E-05	4.51991E-06	3.99473E-06	15879.2739	1124.824759	1.619692066	716635.6
Los Angeles (SC)	2021	ConstMin - Off-Highway Tractors	Aggregated	9999	Diesel	0.000237798	0.000287735	0.000342429	0.001485694	0.004187941	0.615097976	0.000111087	0.0001022	0.000111087	5.67975E-06	5.02035E-06	19956.17642	541.9547862	1.012307541	886402.4
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	25	Diesel	4.77668E-05	5.77978E-05	6.87842E-05	0.000218364	0.000142135	0.015506134	1.46007E-05	1.34327E-05	1.46007E-05	1.41929E-07	1.26559E-07	503.0794501	916.7747765	0.601803034	22919.37
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	50	Diesel	0.000367413	0.00044457	0.000529075	0.003150842	0.002589554	0.335287949	0.000170262	0.000156641	0.000170262	3.08888E-06	2.73658E-06	10878.04824	17265.39651	10.8324546	498758.9
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	75	Diesel	5.27542E-05	6.38326E-05	7.59661E-05	0.000800501	0.000463183	0.105495193	1.87028E-05	1.72066E-05	1.87028E-05	9.73773E-07	8.61038E-07	3422.675346	2438.919854	1.60480809	173481.9
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	100	Diesel	0.00015171	0.000183569	0.000218462	0.001808251	0.001627096	0.242993635	0.000117961	0.000108524	0.000117961	2.24205E-06	1.98328E-06	7883.660893	4553.752577	3.610818201	398773.2
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	175	Diesel	0.003704878	0.004482902	0.005335024	0.052795821	0.036166997	8.327877817	0.001834842	0.001688054	0.001834842	7.68842E-05	6.7971E-05	270188.8243	86822.96497	62.58751549	13699981
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	300	Diesel	0.006698462	0.008105139	0.009645786	0.044261655	0.068733975	16.98805422	0.002682326	0.00246774	0.002682326	0.000156862	0.000138654	551158.7103	132755.6913	105.3155309	28039902
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	600	Diesel	0.025720264	0.03112152	0.03703718	0.186217733	0.272423454	72.85960999	0.010009	0.00920828	0.010009	0.000672852	0.00059467	2363849.806	317966.8438	236.3079912	1.2E+08
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	750	Diesel	0.011048482	0.013368663	0.015909814	0.087277313	0.119717749	24.38677965	0.004782513	0.004399912	0.004782513	0.000225136	0.000199042	791202.2086	60503.05868	50.35085381	40142518
Los Angeles (SC)	2021	ConstMin - Off-Highway Trucks	Aggregated	9999	Diesel	0.016408566	0.019854365	0.023628336	0.107558567	0.318448368	43.58203475	0.007303029	0.006718787	0.007303029	0.000402445	0.000355711	1413971.121	56376.66629	40.32080325	71479020
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	50	Diesel	0.0027725	0.003354725	0.0039924	0.017637092	0.016290755	1.961799656	0.001267917	0.001166483	0.001267917	1.80546E-05	1.60119E-05	63648.42931	69728.74935	148.3324827	2654767
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	75	Diesel	0.000325165	0.000393449	0.000468237	0.001806081	0.003329603	0.204882953	0.000253655	0.000233363	0.000253655	1.88449E-06	1.67223E-06	6647.201782	4291.218416	14.17443643	312849.6
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	100	Diesel	0.004309195	0.005214126	0.00620524	0.041361965	0.048562779	5.95583978	0.00351283	0.003231803	0.00351283	5.49354E-05	4.86108E-05	193230.6625	109752.7738	247.3538977	8999967
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	175	Diesel	0.001745938	0.002112584	0.00251415	0.020322049	0.022010852	3.351749122	0.00115314	0.001060888	0.00115314	3.09362E-05	2.73565E-05	108743.809	33367.32794	81.65273945	5079664
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	300	Diesel	0.001932534	0.002338367	0.00278285	0.01281073	0.028646369	4.430495509	0.001077227	0.000991049	0.001077227	4.09042E-05	3.61611E-05	143742.5475	30428.22987	75.8631809	6660530
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	600	Diesel	0.005385879	0.006516914	0.007755666	0.048291593	0.074644726	16.93775535	0.002681808	0.002467264	0.002681808	0.000156436	0.000138244	549526.8188	67193.10109	152.1256417	25633491
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	750	Diesel	0.001038088	0.001256086	0.001494847	0.006979565	0.015004883	3.306865567	0.000502482	0.000462284	0.000502482	3.05425E-05	2.69902E-05	107287.6114	8144.051422	16.37047588	5006461
Los Angeles (SC)	2021	ConstMin - Other Construction Equipment	Aggregated	9999	Diesel	0.000273887	0.000331403	0.000394397	0.002050011	0.006854819	1.079474123	0.000146755	0.000135014	0.000146755	9.97206E-06	8.81052E-06	35022.34909	1785.547155	3.793159045	1631357
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	50	Diesel	0.000407499	0.000493073	0.000586798	0.002164791	0.001879049	0.240480176	0.000151058	0.000138973	0.000151058	2.21113E-06	1.96277E-06	7802.114465	8427.093335	24.0292775	327066
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	75	Diesel	0.000692545	0.00083798	0.000997265	0.003327257	0.00619964	0.423728341	0.000600658	0.000552605	0.000600658	3.8968E-06	3.45841E-06	13747.39938	8821.590542	25.63122933	642739.6
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	100	Diesel	0.000812866	0.000983568	0.001170528	0.012333965	0.01134122	1.891365579	0.000639284	0.000588141	0.000639284	1.74622E-05	1.54371E-05	61363.27323	35383.79959	90.31003459	2869169
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	175	Diesel	0.001297713	0.001570232	0.001868706	0.018199563	0.016449142	3.180407537	0.000804979	0.000740581	0.000804979	2.93655E-05	2.59581E-05	103184.8199	30386.00604	79.6971037	4796399
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	300	Diesel	0.000652741	0.000789817	0.000939947	0.00480904	0.011580078	2.487024907	0.000339897	0.000312705	0.000339897	2.29742E-05	2.02988E-05	80688.78414	16986.43932	38.24660001	3761791
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	600	Diesel	0.000107036	0.000129513	0.000154131	0.000840216	0.001594904	0.445131796	5.51015E-05	5.06934E-05	5.51015E-05	4.11225E-06	3.63311E-06	14441.81091	1828.025451	4.205123562	671517.9
Los Angeles (SC)	2021	ConstMin - Pavers	Aggregated	750	Diesel	1.75829E-05	2.12753E-05	2.53194E-05	0.000171752	0.000209384	0.093076643	9.2664E-06	8.52509E-06	9.2664E-06	8.60012E-07	7.59679E-07	3019.769171	187.4144322	0.400487958	140560.8
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	50	Diesel	0.000249386	0.000301758	0.000359117	0.002166319	0.001997333	0.299475625	0.000103079	9.48331E-05	0.000103079	2.76132E-06	2.44428E-06	9716.156833	13777.97507	29.58844943	478071.6
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	75	Diesel	4.82326E-05	5.83615E-05	6.9455E-05	0.000369824	0.000510871	0.048281747	3.64155E-05	3.35022E-05	3.64155E-05	4.44942E-07	3.94069E-07	1566.448111	1272.097825	3.19875129	85426.53
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	100	Diesel	0.000662823	0.000802016	0.000954465	0.008385842	0.007857635	1.262970667	0.000497753	0.000457933	0.000497753	1.16569E-05	1.03082E-05	40975.69237	24924.17927	54.97853779	2229831
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	175	Diesel	0.000504088	0.000609946	0.000725887	0.00775945	0.006135229	1.330815598	0.000306942	0.000282387	0.000306942	1.22889E-05	1.08619E-05	43176.84645	16144.76318	35.18626419	2355571
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	300	Diesel	0.000306369	0.000370707	0.000441172	0.002094936	0.004546728	0.961384497	0.000165066	0.000151861	0.000165066	8.87929E-06	7.84669E-06	31191.06123	7253.395262	15.59391254	1695408
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	600	Diesel	0.000310712	0.000375961	0.000447425	0.002003285	0.004804793	0.915504583	0.000150664	0.000138611	0.000150664	8.45497E-06	7.47223E-06	29702.53795	4002.955096	8.796566046	1614258
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	750	Diesel	3.53937E-05	4.28264E-05	5.09669E-05	0.000355543	0.000425339	0.193657728	1.06026E-05	9.7544E-06	1.06026E-05	1.7894E-06	1.58061E-06	6283.011702	534.2540013	0.999609778	341776.6
Los Angeles (SC)	2021	ConstMin - Paving Equipment	Aggregated	9999	Diesel	1.31116E-05	1.5865E-05	1.88807E-05	0.000162918	0.000387749	0.087932314	6.31674E-06	5.8114E-06	6.31674E-06	8.12585E-07	7.17692E-07	2852.867104	184.1788192	0.399843911	155265.5
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	25	Diesel	4.27281E-06	5.1701E-06	6.15284E-06	1.42491E-05	1.00287E-05	0.000772688	1.35414E-06	1.24581E-06	1.35414E-06	7.0157E-09	6.30657E-09	25.06899838	46.50879011	0.205975712	1162.72
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	50	Diesel	0.00587707	0.007111254	0.00846298	0.038586384	0.03652621	4.937912865	0.002466041	0.002268758	0.002466041	4.54771E-05	4.03026E-05	160205.1448	207852.899	607.4223735	7421831
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	75	Diesel	0.00011954	0.000144644	0.000172138	0.000477007	0.001169325	0.041234942	8.26185E-05	7.6009E-05	8.26185E-05	3.77651E-07	3.36554E-07	1337.822281	984.5910866	4.325489944	68771.15
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	100	Diesel	0.004133411	0.005001427	0.005952112	0.05058902	0.05108649	7.677067036	0.003111932	0.002862978	0.003111932	7.08543E-05	6.26592E-05	249073.9852	147079.1653	448.8210756	12827841
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	175	Diesel	0.002410098	0.002916219	0.003470542	0.044227904	0.032002411	7.981143933	0.001470782	0.001353119	0.001470782	7.37173E-05	6.5141E-05	258939.4252	92881.77455	262.0011052	13358221
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	300	Diesel	0.000476492	0.000576556	0.000686149	0.003868391	0.007118491	1.321625571	0.000252392	0.000232201	0.000252392	1.22048E-05	1.07869E-05	42878.68615	10217.74864	33.57404099	2208513
Los Angeles (SC)	2021	ConstMin - Rollers	Aggregated	600	Diesel	0.00018647	0.000225629	0.000268517	0.002027662	0.002719634	0.775266519	8.95755E-05	8.24095E-05	8.95755E-05	7.16213E-06	6.32762E-06	25152.66841	3688.3796	12.15256698	1289039
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	25	Diesel	3.8922E-07	4.70956E-07	5.60477E-07	8.34547E-06	1.10882E-05	0.00133464	3.66196E-07	3.369E-07	3.66196E-07	1.23277E-08	1.08932E-08	43.30093073	74.87272548	0.237700669	1871.818
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	50	Diesel	0.000342192	0.000414052	0.000492756	0.001984794	0.001877128	0.250205957	0.000129658	0.000119285	0.000129658	2.30301E-06	2.04215E-06	8117.656734	7379.928139	27.33557699	351132.6
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	75	Diesel	1.88466E-05	2.28043E-05	2.7139E-05	7.65939E-05	0.000188439	0.006858252	1.27912E-05	1.17679E-05	1.27912E-05	6.28425E-08	5.59761E-08	222.5084384	161.284975	0.713102008	10699.69
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	100	Diesel	0.004295372	0.0051974	0.006185336	0.118975232	0.077178864	19.52732227	0.002343785	0.002156282	0.002343785	0.000180411	0.000159379	633542.4656	316416.7	1131.692887	30445488
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	175	Diesel	0.001971326	0.002385305	0.00283871	0.025530794	0.021541364	4.451621234	0.001453919	0.001337605	0.001453919	4.10983E-05	3.63335E-05	144427.9484	55710.94334	207.0372831	6943990
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	300	Diesel	5.61395E-05	6.79289E-05	8.08409E-05	0.000590004	0.000938218	0.317283026	2.15163E-05	1.9795E-05	2.15163E-05	2.93175E-06	2.58962E-06	10293.89836	2353.257813	9.508026779	494803.2
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	600	Diesel	1.76343E-05	2.13375E-05	2.53934E-05	0.000213805	0.000317231	0.117733179	6.80535E-06	6.26092E-06	6.80535E-06	1.08797E-06	9.60922E-07	3819.723317	481.1713146	1.901605356	184990.6
Los Angeles (SC)	2021	ConstMin - Rough Terrain Forklifts	Aggregated	750	Diesel	3.35834E-06	4.06359E-06	4.83601E-06	3.73279E-05	5.13496E-05	0.020297436	3.61968E-07	3.33011E-07	3.61968E-07	1.87559E-07	1.65665E-07	658.527963	50.72023339	0.237700669	31700.15
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	50	Diesel	0.000345872	0.000418506	0.000498056	0.002155985	0.00160402	0.212270528	0.000126586	0.000116459	0.000126586	1.95217E-06	1.73252E-06	6886.883506	7342.632494	7.642690687	302851.7
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	75	Diesel	0.000385219	0.000466115	0.000554715	0.001756518	0.003377022	0.171418618	0.000271926	0.000250172	0.000271926	1.57329E-06	1.3991E-06	5561.488277	3912.250524	6.074959264	269389.4
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	100	Diesel	0.001069697	0.001294333	0.001540364	0.006672337	0.010072454	0.826002523	0.000887389	0.000816398	0.000887389	7.60471E-06	6.74172E-06	26798.74217	15478.42328	17.44101208	1298849
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	175	Diesel	0.000980085	0.001185903	0.001411323	0.006685184	0.011581644	0.914052751	0.000662601	0.000609593	0.000662601	8.42147E-06	7.46038E-06	29655.43486	9878.084115	13.12975067	1450690
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	300	Diesel	0.001033239	0.00125022	0.001487865	0.006661529	0.013310481	1.003824069	0.000643389	0.000591918	0.000643389	9.24985E-06	8.19308E-06	32567.9664	7293.295172	10.77815353	1591671
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	600	Diesel	0.008404122	0.010168987	0.012101935	0.080544191	0.107276105	11.13030623	0.004791834	0.004408487	0.004791834	0.000102653	9.08441E-05	361110.528	47598.78993	66.04068619	17556058
Los Angeles (SC)	2021	ConstMin - Rubber Tired Dozers	Aggregated	750	Diesel	0.000121612	0.000147151	0.000175122	0.000647486	0.002168124	0.316676162	6.07404E-05	5.58811E-05	6.07404E-05	2.92418E-06	2.58467E-06	10274.20933	772.5826404	0.783865711	502528.3
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	50	Diesel	0.001281348	0.001550432	0.001845142	0.007543011	0.005818423	0.686326339	0.000478638	0.000440347	0.000478638	6.30699E-06	5.6017E-06	22267.1022	25675.32273	30.22994628	1066377
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	100	Diesel	0.013172334	0.015938524	0.018968161	0.12462296	0.134927548	16.70865214	0.010124658	0.009314685	0.010124658	0.000154085	0.000136374	542093.8173	340247.8364	375.6275082	29279257
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	175	Diesel	0.021524888	0.026045115	0.030995839	0.252312743	0.234687477	39.63964973	0.012835691	0.011808836	0.012835691	0.000365842	0.000323533	1286064.78	459019.149	492.6664219	68847921
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	300	Diesel	0.023598071	0.028553666	0.033981222	0.136982957	0.319966625	55.51812066	0.0107203	0.009862676	0.0107203	0.000512585	0.000453131	1801224.282	467431.7721	446.7087333	96539874
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	600	Diesel	0.032014827	0.038737941	0.046101352	0.213377996	0.38242457	76.35384915	0.014406749	0.013254209	0.014406749	0.000704969	0.00062319	2477216.547	403840.2654	414.6404794	1.33E+08
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	750	Diesel	0.002491402	0.003014597	0.003587619	0.021069166	0.029481386	6.679682776	0.001043855	0.000960347	0.001043855	6.16822E-05	5.45187E-05	216714.9513	17915.5364	18.99584462	11624469
Los Angeles (SC)	2021	ConstMin - Rubber Tired Loaders	Aggregated	9999	Diesel	0.002206687	0.002670091	0.003177629	0.011358667	0.046085769	5.12618096	0.001140319	0.001049094	0.001140319	4.73279E-05	4.18392E-05	166313.2958	9284.532457	7.965999358	8889430
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	50	Diesel	4.53262E-05	5.48447E-05	6.52697E-05	0.000160846	0.000115062	0.010556671	1.4835E-05	1.36482E-05	1.4835E-05	9.62419E-08	8.61621E-08	342.4995567	390.1200764	1.211742966	12620.42
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	75	Diesel	0.000240865	0.000291446	0.000346845	0.001123619	0.002083471	0.126611768	0.00018484	0.000170052	0.00018484	1.16336E-06	1.03339E-06	4107.779364	2463.84427	5.856757667	163646.9
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	100	Diesel	0.000478092	0.000578491	0.000688452	0.004170895	0.006069456	0.557687544	0.000451249	0.000415149	0.000451249	5.14176E-06	4.55177E-06	18093.55818	7989.595323	13.12721546	722796.4
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	175	Diesel	0.005016998	0.006070568	0.007224477	0.048426273	0.060702119	7.48232387	0.003250908	0.002990835	0.003250908	6.90273E-05	6.10697E-05	242755.7577	57955.97406	131.0701974	9683923
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	300	Diesel	0.005464877	0.006612501	0.007869422	0.032099908	0.073931374	8.840220372	0.003218928	0.002961414	0.003218928	8.15683E-05	7.21527E-05	286811.2142	51627.18215	128.8486687	11535304
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	600	Diesel	0.047438595	0.057400699	0.068311576	0.413177596	0.656218851	109.3041092	0.025006108	0.023005619	0.025006108	0.001009148	0.000892125	3546251.445	336288.066	709.071592	1.42E+08
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	750	Diesel	0.001877895	0.002272253	0.002704169	0.021384682	0.03114152	1.744763437	0.001269476	0.001167918	0.001269476	1.60749E-05	1.42405E-05	56606.92821	3628.048308	9.491986564	2257505
Los Angeles (SC)	2021	ConstMin - Scrapers	Aggregated	9999	Diesel	0.002428038	0.002937925	0.003496374	0.030038895	0.038373779	2.529311021	0.001534846	0.001412059	0.001534846	2.33119E-05	2.06439E-05	82060.71052	2059.359749	5.250886184	3288956
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	50	Diesel	0.002139531	0.002588832	0.003080924	0.023630751	0.022626775	3.736169927	0.000799706	0.00073573	0.000799706	3.44786E-05	3.04941E-05	121215.9186	130865.5275	420.5731506	5701046
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	75	Diesel	0.005417377	0.006555026	0.007801023	0.120923477	0.086896216	19.49697684	0.003487667	0.003208653	0.003487667	0.000180097	0.000159132	632557.9414	470823.9907	1333.656852	33188688
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	100	Diesel	0.00010743	0.00012999	0.000154699	0.002154002	0.001964753	0.332029258	0.000127968	0.000117731	0.000127968	3.06655E-06	2.70998E-06	10772.32361	7550.300975	23.56210511	573161.1
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	175	Diesel	3.29279E-05	3.98428E-05	4.74162E-05	0.000726201	0.000426045	0.134013451	1.77958E-05	1.63721E-05	1.77958E-05	1.23803E-06	1.0938E-06	4347.91884	1502.385833	5.629883523	228736.5
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	300	Diesel	1.95197E-05	2.36189E-05	2.81084E-05	0.000229968	0.000290902	0.12450566	8.29268E-06	7.62926E-06	8.29268E-06	1.15053E-06	1.0162E-06	4039.44902	1033.684769	3.544741477	211931.7
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	600	Diesel	8.82132E-06	1.06738E-05	1.27027E-05	6.74014E-05	0.000141299	0.03600717	6.09304E-06	5.6056E-06	6.09304E-06	3.3264E-07	2.93886E-07	1168.212976	129.4754322	0.417028409	61215.98
Los Angeles (SC)	2021	ConstMin - Skid Steer Loaders	Aggregated	9999	Diesel	2.3103E-05	2.79547E-05	3.32684E-05	0.000156999	0.000418028	0.04874067	1.38193E-05	1.27138E-05	1.38193E-05	4.49939E-07	3.97815E-07	1581.337362	82.86427659	0.417028409	82864.28
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	50	Diesel	2.4191E-05	2.92712E-05	3.48351E-05	0.000227115	0.000241926	0.034613774	1.178E-05	1.08376E-05	1.178E-05	3.19296E-07	2.82513E-07	1123.005764	1778.572827	7.377453983	63890.61
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	75	Diesel	1.92042E-05	2.3237E-05	2.7654E-05	0.000164426	0.000280346	0.023229691	1.68262E-05	1.54801E-05	1.68262E-05	2.14194E-07	1.89598E-07	753.6617354	713.9492029	2.837482301	48123.98
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	100	Diesel	9.05713E-05	0.000109591	0.000130423	0.001301541	0.001211541	0.201521115	6.54531E-05	6.02169E-05	6.54531E-05	1.86045E-06	1.64479E-06	6538.130626	4700.147789	17.59239027	418149.5
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	175	Diesel	7.8846E-05	9.54037E-05	0.000113538	0.001069955	0.001104528	0.186357605	5.39508E-05	4.96348E-05	5.39508E-05	1.7206E-06	1.52103E-06	6046.167267	2864.125863	11.16076372	387640.9
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	300	Diesel	0.000128511	0.000155498	0.000185056	0.000996393	0.002257419	0.367469627	7.43753E-05	6.84252E-05	7.43753E-05	3.39358E-06	2.99924E-06	11922.14736	3350.200761	13.80908053	764525.9
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	600	Diesel	0.000223158	0.000270021	0.000321347	0.002358606	0.003294593	1.162643266	0.000118901	0.000109389	0.000118901	1.07425E-05	9.48934E-06	37720.68035	5956.766727	21.18653452	2419359
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	750	Diesel	0.000122213	0.000147878	0.000175987	0.001110543	0.001885956	0.578805269	7.31919E-05	6.73366E-05	7.31919E-05	5.34768E-06	4.72413E-06	18778.69952	1894.325286	6.431626549	1206098
Los Angeles (SC)	2021	ConstMin - Surfacing Equipment	Aggregated	9999	Diesel	5.28566E-05	6.39565E-05	7.61135E-05	0.000409918	0.001355355	0.190628687	2.9474E-05	2.71161E-05	2.9474E-05	1.76087E-06	1.55589E-06	6184.737799	452.9722582	1.702489381	396728.1
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	50	Diesel	0.003904992	0.00472504	0.005623188	0.022867134	0.018795575	2.277478274	0.001595648	0.001467996	0.001595648	2.09393E-05	1.85885E-05	73890.2744	79155.99223	113.2901859	2822101
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	75	Diesel	0.000509309	0.000616264	0.000733405	0.004442195	0.005430526	0.61027198	0.000385093	0.000354286	0.000385093	5.62699E-06	4.98096E-06	19799.60229	11547.05332	20.05136033	839415.1
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	100	Diesel	0.001905345	0.002305468	0.002743697	0.020496977	0.020865796	2.90964622	0.001548971	0.001425054	0.001548971	2.6844E-05	2.37481E-05	94400.2672	50674.10585	72.1848972	4007790
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	175	Diesel	0.000527633	0.000638436	0.000759792	0.005387435	0.006150551	0.878008202	0.0003106	0.000285752	0.0003106	8.10179E-06	7.16618E-06	28486.00915	7561.00182	10.62722098	1208493
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	300	Diesel	0.00015322	0.000185396	0.000220637	0.001112075	0.002114812	0.527283879	6.74209E-05	6.20272E-05	6.74209E-05	4.8704E-06	4.30362E-06	17107.14477	3460.856162	4.81232648	725754.8
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	600	Diesel	5.77105E-05	6.98297E-05	8.31031E-05	0.000944427	0.000796005	0.071209076	4.01898E-05	3.69746E-05	4.01898E-05	6.56632E-07	5.81199E-07	2310.300037	297.0070176	0.401027207	98012.32
Los Angeles (SC)	2021	ConstMin - Sweepers/Scrubbers	Aggregated	9999	Diesel	3.70284E-05	4.48044E-05	5.33209E-05	0.000184238	0.000738732	0.091492873	2.13045E-05	1.96001E-05	2.13045E-05	8.44786E-07	7.46753E-07	2968.385502	148.5035088	0.200513603	125931
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	50	Diesel	0.008008303	0.009690047	0.011531956	0.06282997	0.054174168	7.385654972	0.003261746	0.003000806	0.003261746	6.80438E-05	6.02807E-05	239619.4417	300741.5881	588.6050839	11404514
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	75	Diesel	0.002652218	0.003209184	0.003819195	0.010675352	0.025186006	1.046606037	0.002016915	0.001855562	0.002016915	9.59683E-06	8.54226E-06	33955.98026	24861.66891	110.9530838	1785135
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	100	Diesel	0.051958308	0.062869552	0.074819963	0.786843119	0.643744437	117.7133343	0.037422484	0.034428685	0.037422484	0.001086759	0.00096076	3819079.493	2403635.338	3885.613909	2E+08
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	175	Diesel	0.007175357	0.008682182	0.010332514	0.121417102	0.081013286	20.54433274	0.004089546	0.003762382	0.004089546	0.000189727	0.00016768	666538.2503	245292.6617	447.0937571	35189673
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	0.004258551	0.005152847	0.006132314	0.029631946	0.058802157	12.38081566	0.002017352	0.001855964	0.002017352	0.000114339	0.000101051	401681.929	102405.7917	186.2207025	21096022
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	600	Diesel	0.004997843	0.00604739	0.007196894	0.043702413	0.06028218	17.49588182	0.002182714	0.002008097	0.002182714	0.000161608	0.000142799	567634.6173	88924.67943	163.6609258	30038774
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	750	Diesel	7.82021E-05	9.46246E-05	0.000112611	0.000679873	0.000783566	0.330633236	1.87872E-05	1.72843E-05	1.87872E-05	3.05452E-06	2.69858E-06	10727.03123	881.9462521	1.640711035	574273.7
Los Angeles (SC)	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	9999	Diesel	0.001616514	0.001955982	0.00232778	0.011416035	0.036996295	5.776604024	0.000749882	0.000689891	0.000749882	5.33591E-05	4.71479E-05	187415.5558	5312.979443	8.613732935	9832962
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	50	Diesel	0.002966281	0.0035892	0.004271444	0.020698918	0.019781281	2.615234469	0.001389824	0.001278638	0.001389824	2.40902E-05	2.13452E-05	84848.40219	73493.37637	193.0091691	2931626
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	75	Diesel	0.000199725	0.000241667	0.000287604	0.00124459	0.002031337	0.150807209	0.000136992	0.000126033	0.000136992	1.3883E-06	1.23087E-06	4892.773808	2655.715841	9.869787057	187497.9
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	100	Diesel	0.001439167	0.001741392	0.002072401	0.012268787	0.0161783	1.745211745	0.001185201	0.001090385	0.001185201	1.60922E-05	1.42442E-05	56621.47306	25978.71997	79.61628226	2174424
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	175	Diesel	0.000248551	0.000300747	0.000357913	0.002443822	0.003160437	0.387024031	0.000161821	0.000148875	0.000161821	3.57077E-06	3.15884E-06	12556.56847	3388.173413	11.84374447	484077.9
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	300	Diesel	0.000461484	0.000558396	0.000664537	0.002735925	0.006736124	0.919829175	0.000267879	0.000246448	0.000267879	8.49043E-06	7.50752E-06	29842.84457	5024.441037	16.23031649	1144614
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	600	Diesel	0.000420851	0.000509229	0.000606025	0.004470343	0.005684881	1.278184391	0.000224538	0.000206575	0.000224538	1.18048E-05	1.04324E-05	41469.28489	4116.669077	11.40508727	1588366
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	750	Diesel	4.29857E-05	5.20127E-05	6.18994E-05	0.000742865	0.000394169	0.415096585	7.04232E-06	6.47893E-06	7.04232E-06	3.83648E-06	3.38796E-06	13467.35155	802.2861841	1.75462881	518527.5
Los Angeles (SC)	2021	ConstMin - Trenchers	Aggregated	9999	Diesel	6.21551E-05	7.52077E-05	8.95034E-05	0.00089796	0.000861373	0.034128182	3.9899E-05	3.67071E-05	3.9899E-05	3.13667E-07	2.7855E-07	1107.251291	49.52383852	0.219328601	42590.5
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	50	Diesel	0.001952443	0.002362456	0.002811518	0.044624536	0.041882827	8.417442807	0.000380108	0.0003497	0.000380108	7.77649E-05	6.8702E-05	273094.6617	334023.8148	1116.772571	15408091
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	75	Diesel	0.001654587	0.00200205	0.002382605	0.059640754	0.030743822	9.941344168	0.000699629	0.000643659	0.000699629	9.1863E-05	8.11399E-05	322535.9631	280016.1272	939.1640972	20232687
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	100	Diesel	0.000846777	0.0010246	0.001219358	0.028698164	0.017752055	4.746097917	0.000225347	0.000207319	0.000225347	4.38546E-05	3.8737E-05	153981.92	123730.7268	413.7170686	9657499
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	175	Diesel	0.000134923	0.000163257	0.000194289	0.004843062	0.00150987	0.897637404	5.14219E-05	4.73081E-05	5.14219E-05	8.29506E-06	7.3264E-06	29122.85701	14007.6787	46.90550205	1827489
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	300	Diesel	5.97074E-06	7.2246E-06	8.59787E-06	9.65996E-05	6.88626E-05	0.053640822	9.14425E-07	8.41271E-07	9.14425E-07	4.95757E-07	4.37809E-07	1740.317404	474.8163964	1.581084339	109207.8
Los Angeles (SC)	2021	Industrial - Aerial Lifts	Aggregated	600	Diesel	3.40492E-06	4.11995E-06	4.90309E-06	6.81161E-05	1.88064E-05	0.038092758	6.45289E-07	5.93666E-07	6.45289E-07	3.52084E-07	3.10908E-07	1235.877577	158.2721321	0.527028113	77553.34
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	50	Diesel	0.007981978	0.009658193	0.011494048	0.053345911	0.043567106	5.665277128	0.003063074	0.002818028	0.003063074	5.21388E-05	4.62392E-05	183803.6772	374657.3571	517.7107721	15883325
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	75	Diesel	0.001285607	0.001555585	0.001851274	0.00514838	0.012221808	0.490859944	0.000967432	0.000890037	0.000967432	4.49968E-06	4.00633E-06	15925.4103	20969.14154	41.50243379	1535754
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	100	Diesel	0.042721099	0.05169253	0.061518382	0.476035974	0.47332879	67.74460455	0.033496596	0.030816868	0.033496596	0.000625051	0.000552922	2197899.087	2568485.56	3413.040354	2.12E+08
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	175	Diesel	0.01044906	0.012643363	0.015046647	0.132065172	0.11967204	21.56748633	0.00647164	0.005953908	0.00647164	0.000199089	0.000176031	699733.3418	476672.3998	643.5016539	67348024
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	300	Diesel	0.001883469	0.002278998	0.002712196	0.01248484	0.023497668	4.701535898	0.000922512	0.000848711	0.000922512	4.34115E-05	3.83733E-05	152536.1544	69776.37632	94.12923128	14646286
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	600	Diesel	0.000411903	0.000498403	0.00059314	0.002741891	0.004492947	1.182831681	0.000166119	0.00015283	0.000166119	1.09235E-05	9.65411E-06	38375.67122	10385.5458	14.54724483	3668853
Los Angeles (SC)	2021	Industrial - Forklifts	Aggregated	9999	Diesel	1.26065E-05	1.52538E-05	1.81533E-05	0.000177081	0.000418985	0.09394376	3.65891E-06	3.36619E-06	3.65891E-06	8.68178E-07	7.66756E-07	3047.901823	333.3035629	0.427860142	293307.1
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	25	Diesel	7.39521E-06	8.9482E-06	1.06491E-05	2.4589E-05	1.69315E-05	0.001293835	2.32775E-06	2.14153E-06	2.32775E-06	1.17403E-08	1.05601E-08	41.97706706	85.43496106	0.378369914	2135.874
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	50	Diesel	0.014216595	0.01720208	0.020471897	0.10996932	0.091590294	12.1823366	0.005979044	0.00550072	0.005979044	0.000112205	9.94306E-05	395242.4946	571213.0236	690.1467226	20061848
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	75	Diesel	0.003698024	0.004474609	0.005325155	0.055279966	0.046388092	8.028011934	0.002692887	0.002477456	0.002692887	7.4112E-05	6.55236E-05	260460.0059	208835.0343	245.562074	14721404
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	100	Diesel	0.002418787	0.002926732	0.003483053	0.01429093	0.021989352	1.781135648	0.0020072	0.001846624	0.0020072	1.63949E-05	1.45374E-05	57786.98454	41487.21709	55.2420074	3263935
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	175	Diesel	0.001943359	0.002351464	0.002798436	0.028368373	0.021506783	4.586932383	0.001136456	0.00104554	0.001136456	4.23502E-05	3.74379E-05	148817.9696	56651.92268	68.8633243	8411393
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	300	Diesel	0.001796591	0.002173875	0.002587091	0.01184567	0.025734937	4.832988293	0.000828405	0.000762132	0.000828405	4.46295E-05	3.94462E-05	156800.9826	40703.7785	50.70156844	8850288
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	600	Diesel	0.003986514	0.004823682	0.00574058	0.034065089	0.040112282	14.35062947	0.001452252	0.001336071	0.001452252	0.000132559	0.000117128	465590.3689	69071.60297	82.10627128	26312432
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	750	Diesel	0.000646106	0.000781788	0.000930393	0.008251611	0.006169449	2.402206298	0.000293824	0.000270318	0.000293824	2.21902E-05	1.96065E-05	77936.93777	6956.968879	8.324138102	4397560
Los Angeles (SC)	2021	Industrial - Other General Industrial Equipment	Aggregated	9999	Diesel	0.00024206	0.000292893	0.000348567	0.001629881	0.005927938	0.830233302	0.000120135	0.000110524	0.000120135	7.66866E-06	6.77625E-06	26936.00514	1308.863603	1.513479655	1523190
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	50	Diesel	0.000871049	0.001053969	0.00125431	0.005731547	0.004785767	0.56635408	0.000378647	0.000348355	0.000378647	5.21009E-06	4.62251E-06	18374.7344	22703.42557	30.22304429	803576.2
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	75	Diesel	0.000121022	0.000146437	0.000174272	0.001094706	0.001170316	0.139263217	9.39491E-05	8.64332E-05	9.39491E-05	1.28393E-06	1.13665E-06	4518.241707	3154.770059	5.181093308	221553.2
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	100	Diesel	0.002233611	0.00270267	0.0032164	0.040196495	0.029786	6.030519055	0.001342767	0.001235345	0.001342767	5.56881E-05	4.92203E-05	195653.5493	102918.5238	133.8449104	9560302
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	175	Diesel	0.002303698	0.002787475	0.003317326	0.028602611	0.023672784	4.523291846	0.001540784	0.001417521	0.001540784	4.1751E-05	3.69185E-05	146753.2224	52602.57358	72.53530631	7168293
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	300	Diesel	0.00311361	0.003766256	0.004482158	0.0167277	0.039495417	7.170234209	0.001492335	0.001372948	0.001492335	6.61908E-05	5.85815E-05	[illegible]	48021.04023	64.33190857	11375862
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	600	Diesel	0.003398759	0.004112499	0.004894234	0.023116567	0.043042501	12.75641504	0.001614166	0.001485033	0.001614166	0.000122442	[illegible]	[illegible]	40027.8512	53.10620664	14625022
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	750	Diesel	0.000186464	0.000225622	0.000268509	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1036.804066	1.295273327	646274.5
Los Angeles (SC)	2021	Industrial - Other Material Handling Equipment	Aggregated	9999	Diesel	8.14725E-05	9.85817E-05	0.00011732	0.00126043	0.00291281	0.658301075	2.4945E-05	2.29494E-05	2.4945E-05	6.08388E-06	5.37296E-06	21357.8534	1036.804066	1.295273327	1044753

Los Angeles (SC)	2021	Locomotive - Line haul	Aggregated	9999	Diesel	0.08630318	0.104426847	0.124276579	1.067618509	2.962313396	0	0.043981401	0.040203429	0.043981401	0.004165053	0.003340318	0	0	0	0
Los Angeles (SC)	2021	Locomotive - Passenger	Aggregated	9999	Diesel	0.018611866	1.3903E-05	1.65457E-05	0.258443187	0.412596853	0	0.007566543	0.00696122	0.007566543	0.000719966	0.000815928	0	0	0	0
Los Angeles (SC)	2021	Locomotive - Short line	Aggregated	9999	Diesel	0.008791429	9.66115E-07	1.14976E-06	0.064449169	0.297339217	0	0.004875219	0.004485202	0.004875219	0.00023747	0.00021183	0	0	0	0
Los Angeles (SC)	2021	Locomotive - Switcher	Aggregated	9999	Diesel	0.140837884	0.000404027	0.000480826	0.378350121	2.184491296	0	0.046141723	0.042450386	0.046141723	0.001259743	0.001133037	0	0	0	0
Los Angeles (SC)	2021	Ocean Going Vessels	Aggregated		Diesel	0.674975363	0.860951559	1.028688476	1.485491277	13.77393604	1440.961315	0.396220241	0.364522622	0.396220241	1.555824609	0.009355562	45469944.44	0	0	8.23E+08
Los Angeles (SC)	2021	OFF - Agricultural - 2-Wheel Tractors	Aggregated	25	Gasoline	0.000937599	0.000862404	0.001031771	0.034027937	0.000688494	0.060844864	0.00038659	0.00029209	0.000429544	1.7868E-06	1.56894E-06	4478.55	10814.95	42.55	75730.2
Los Angeles (SC)	2021	OFF - Agricultural - Agricultural Mowers	Aggregated	25	Gasoline	0.000747083	0.000687167	0.000822119	0.03158002	0.000557767	0.051360135	0.000387497	0.000292776	0.000430553	1.35899E-06	1.3797E-06	3938.35	6602.85	36.61	82497.3
Los Angeles (SC)	2021	OFF - Agricultural - Agricultural Tractors	Aggregated	25	Diesel	0.004378319	0.005210562	0.00630478	0.024867989	0.039737309	5.28128184	0.001504222	0.001383884	0.001504222	7.15202E-05	4.42061E-05	175721.95	243225.05	456.5	4396140
Los Angeles (SC)	2021	OFF - Agricultural - Agricultural Tractors	Aggregated	100	Gasoline	0.000663892	0.000610648	0.000730573	0.025573824	0.001696689	0.462343233	3.22357E-05	2.43558E-05	3.58174E-05	4.46688E-06	6.69645E-06	19115.05	3890.9	7.04	319053.8
Los Angeles (SC)	2021	OFF - Agricultural - Agricultural Tractors	Aggregated	175	Gasoline	8.95663E-05	8.2383E-05	9.85622E-05	0.003523683	0.000393562	0.093938034	6.73436E-06	5.08818E-06	7.48262E-06	9.33176E-07	1.32088E-06	3770.45	532.9	0.97	66612.5
Los Angeles (SC)	2021	OFF - Agricultural - Balers	Aggregated	50	Gasoline	0.000117557	0.000108129	0.000129364	0.006136839	0.000220076	0.079919015	5.50954E-06	4.16277E-06	6.12172E-06	9.7167E-07	1.19173E-06	3401.8	1755.65	25.76	61447.75
Los Angeles (SC)	2021	OFF - Agricultural - Balers	Aggregated	100	Gasoline	5.44717E-05	5.01031E-05	5.99428E-05	0.001651539	0.000201126	0.073900511	5.15252E-06	3.89302E-06	5.72502E-06	7.13982E-07	1.01655E-06	2901.75	901.55	13.17	57699.2
Los Angeles (SC)	2021	OFF - Agricultural - Combines	Aggregated	100	Gasoline	1.58925E-05	1.46179E-05	1.74887E-05	0.000735445	4.04688E-05	0.039467919	2.7518E-06	2.07914E-06	3.05755E-06	3.81315E-07	5.38325E-07	1536.65	215.35	1.77	22181.05
Los Angeles (SC)	2021	OFF - Agricultural - Combines	Aggregated	175	Gasoline	1.0148E-05	9.33417E-06	1.11673E-05	0.001089281	3.84944E-05	0.0339544	2.43417E-06	1.83915E-06	2.70463E-06	3.37301E-07	4.74391E-07	1354.15	127.75	0.97	20951
Los Angeles (SC)	2021	OFF - Agricultural - Combines	Aggregated	300	Gasoline	1.85007E-06	1.70169E-06	2.03589E-06	0.000237884	2.16413E-05	0.007205991	5.3159E-07	4.01645E-07	5.90655E-07	7.36621E-08	9.84584E-08	281.05	29.2	0.18	5664.8
Los Angeles (SC)	2021	OFF - Agricultural - Hydro Power Units	Aggregated	25	Gasoline	0.000734232	0.000675346	0.000807977	0.028458594	0.000544809	0.047848499	0.000339753	0.000256702	0.000377503	1.31824E-06	1.26717E-06	3617.15	6705.05	17.31	65860.6
Los Angeles (SC)	2021	OFF - Agricultural - Hydro Power Units	Aggregated	25	Diesel	2.96685E-05	3.5308E-05	4.27227E-05	0.000157096	0.000269623	0.035599409	1.01393E-05	9.32811E-06	1.01393E-05	4.66879E-07	2.97505E-07	1182.6	2584.2	3.18	43285.35
Los Angeles (SC)	2021	OFF - Agricultural - Hydro Power Units	Aggregated	50	Gasoline	6.68401E-06	6.14796E-06	7.35535E-06	0.000532023	1.03322E-05	0.005486434	3.7823E-07	2.85774E-07	4.20255E-07	6.6705E-08	8.4393E-08	240.9	105.85	0.25	4022.3
Los Angeles (SC)	2021	OFF - Agricultural - Hydro Power Units	Aggregated	100	Gasoline	5.05558E-07	4.65013E-07	5.56336E-07	2.487E-05	1.26958E-06	0.001177752	8.21157E-08	6.2043E-08	9.12397E-08	1.13787E-08	1.53442E-08	43.8	10.95	0.03	722.7
Los Angeles (SC)	2021	OFF - Agricultural - Other Agricultural Equipment	Aggregated	25	Gasoline	9.63719E-05	8.86429E-05	0.000106051	0.003410402	6.64484E-05	0.006090254	3.63038E-05	2.74295E-05	4.03375E-05	1.75787E-07	1.52163E-07	434.35	970.9	6.69	8384.05
Los Angeles (SC)	2021	OFF - Agricultural - Other Agricultural Equipment	Aggregated	25	Diesel	6.8772E-05	8.18444E-05	9.90317E-05	0.000366083	0.000626478	0.082388153	2.44277E-05	2.24735E-05	2.44277E-05	1.08414E-06	6.89587E-07	2741.15	4861.8	10.9	94148.1
Los Angeles (SC)	2021	OFF - Agricultural - Other Agricultural Equipment	Aggregated	50	Gasoline	5.15762E-06	4.74398E-06	5.67564E-06	0.000315419	8.82531E-06	0.003753568	2.58768E-07	1.95513E-07	2.8752E-07	4.56366E-08	5.49833E-08	156.95	91.25	0.78	2646.25
Los Angeles (SC)	2021	OFF - Agricultural - Other Agricultural Equipment	Aggregated	100	Gasoline	3.15642E-05	2.90327E-05	3.47344E-05	0.001156402	9.85449E-05	0.049668032	3.46297E-06	2.61647E-06	3.84775E-06	4.79862E-07	6.84094E-07	1952.75	584	4.66	39128
Los Angeles (SC)	2021	OFF - Agricultural - Other Agricultural Equipment	Aggregated	175	Gasoline	4.81494E-06	4.42879E-06	5.29855E-06	0.000362619	2.48462E-05	0.011178626	8.01388E-07	6.05493E-07	8.90432E-07	1.11048E-07	1.52163E-07	434.35	47.45	0.57	6453.2
Los Angeles (SC)	2021	OFF - Agricultural - Other Agricultural Equipment	Aggregated	300	Gasoline	2.59349E-06	2.38549E-06	2.85397E-06	0.000243625	2.66107E-05	0.007298471	5.38412E-07	4.068E-07	5.98235E-07	7.46074E-08	9.84584E-08	281.05	18.25	0.17	4489.5
Los Angeles (SC)	2021	OFF - Agricultural - Sprayers	Aggregated	25	Gasoline	0.001612146	0.001482852	0.001774068	0.056519421	0.000998692	0.09659431	0.000586921	0.000443452	0.000652135	2.66041E-06	2.54969E-06	7278.1	15866.55	161.71	148982.1
Los Angeles (SC)	2021	OFF - Agricultural - Sprayers	Aggregated	25	Diesel	7.06262E-06	8.40511E-06	1.01702E-05	3.28274E-05	6.00372E-05	0.007558474	2.75535E-06	2.53492E-06	2.75535E-06	9.59027E-08	6.61122E-08	262.8	452.6	4.19	8599.4
Los Angeles (SC)	2021	OFF - Agricultural - Sprayers	Aggregated	50	Gasoline	2.27834E-05	2.09562E-05	2.50718E-05	0.00120393	4.2177E-05	0.015172777	1.046E-06	7.90309E-07	1.16222E-06	1.84473E-07	2.27605E-07	649.7	375.95	4.85	12406.35
Los Angeles (SC)	2021	OFF - Agricultural - Sprayers	Aggregated	100	Gasoline	3.93058E-05	3.61534E-05	4.32536E-05	0.001206915	0.00014302	0.052100938	3.6326E-06	2.74463E-06	4.03623E-06	5.03368E-07	7.1734E-07	2047.65	653.35	8.19	44427.8
Los Angeles (SC)	2021	OFF - Agricultural - Sprayers	Aggregated	175	Gasoline	1.13613E-05	1.04501E-05	1.25024E-05	0.00075501	7.29004E-05	0.023525829	1.68655E-06	1.27428E-06	1.87395E-06	2.33704E-07	3.26064E-07	930.75	149.65	1.85	20951
Los Angeles (SC)	2021	OFF - Agricultural - Swathers	Aggregated	100	Gasoline	0.000208799	0.000192054	0.000229771	0.006507193	0.000746455	0.269048405	1.87587E-05	1.41732E-05	2.0843E-05	2.59938E-06	3.71073E-06	10592.3	2529.45	26.42	222591.6
Los Angeles (SC)	2021	OFF - Agricultural - Swathers	Aggregated	175	Gasoline	0.0001464	0.000134659	0.000161104	0.00948668	0.000921365	0.294048207	2.10801E-05	1.59272E-05	2.34224E-05	2.92106E-06	4.10073E-06	11705.55	1927.2	20.24	248608.8
Los Angeles (SC)	2021	OFF - Agricultural - Tillers	Aggregated	25	Gasoline	0.012789708	0.011763974	0.014074294	0.715180396	0.009254357	1.191864001	0.000544986	0.000411767	0.00060554	3.39833E-05	3.13942E-05	89614.8	184912.65	2600.51	1294389
Los Angeles (SC)	2021	OFF - AirGrSupp - A/C Tug Narrow Body	Aggregated	175	Gasoline	0.003483529	0.00320415	0.003833411	0.189429623	0.022568639	4.826101633	0.00034598	0.000261407	0.000384422	4.79423E-05	6.80859E-05	194351.55	20403.5	28.01	2652455
Los Angeles (SC)	2021	OFF - AirGrSupp - A/C Tug Wide Body	Aggregated	600	Gasoline	0.002155629	0.001982748	0.002372139	0.230368128	0.020598825	6.585684123	0.000485829	0.000367071	0.00053981	6.73211E-05	9.21763E-05	263117.55	7446	14.44	3723000
Los Angeles (SC)	2021	OFF - AirGrSupp - Air Conditioner	Aggregated	175	Gasoline	5.78606E-08	5.32202E-08	6.36721E-08	5.44742E-06	6.44351E-07	0.000173767	1.24572E-08	9.41213E-09	1.38414E-08	1.72619E-09	0	0	0	0	0
Los Angeles (SC)	2021	OFF - AirGrSupp - Air Conditioner	Aggregated	175	Nat Gas	0	0	2.82654E-08	2.30363E-05	2.9391E-06	0.000933821	0	0	8.30482E-08	0	0	62.05	0	0.18	0
Los Angeles (SC)	2021	OFF - AirGrSupp - Air Start Unit	Aggregated	175	Gasoline	5.95426E-06	5.47673E-06	6.5523E-06	0.000524878	6.20912E-05	0.016437074	1.17836E-06	8.90319E-07	1.30929E-06	1.63285E-07	2.28884E-07	653.35	62.05	0.8	8066.5
Los Angeles (SC)	2021	OFF - AirGrSupp - Baggage Tug	Aggregated	100	Gasoline	0.029121083	0.026785572	0.032045975	2.14336373	0.172847242	53.3854403	0.003722161	0.002812299	0.004135734	0.000515778	0.000753593	2151134.8	414983.1	472.83	41498310
Los Angeles (SC)	2021	OFF - AirGrSupp - Baggage Tug	Aggregated	100	Nat Gas	0	0	0.001108683	0.388125786	0.046567986	8.769096938	0	0	0.000779868	0	0	487771.4	78259.65	94.19	7825965
Los Angeles (SC)	2021	OFF - AirGrSupp - Belt Loader	Aggregated	100	Gasoline	0.007042013	0.006477244	0.007749306	0.526899637	0.041435022	12.65303102	0.0008822	0.000666551	0.000980222	0.000122246	0.000179015	511000	180320.95	222.2	10819257
Los Angeles (SC)	2021	OFF - AirGrSupp - Belt Loader	Aggregated	100	Nat Gas	0	0	7.9838E-05	0.032951725	0.003845431	0.840252883	0	0	7.47268E-05	0	0	46347.7	13753.2	24.89	825192
Los Angeles (SC)	2021	OFF - AirGrSupp - Bobtail	Aggregated	100	Gasoline	0.003538405	0.003254625	0.003893799	0.26043262	0.021002108	6.48669652	0.000452268	0.000341714	0.00050252	6.26705E-05	9.15676E-05	261380.15	50421.1	57.46	5042110
Los Angeles (SC)	2021	OFF - AirGrSupp - Bobtail	Aggregated	100	Nat Gas	0	0	8.29556E-06	0.005717906	0.000517809	0.159919908	0	0	1.42223E-05	0	0	8763.65	1430.8	1.61	143080
Los Angeles (SC)	2021	OFF - AirGrSupp - Cargo Loader	Aggregated	100	Gasoline	0.00258363	0.002376423	0.002843127	0.193059824	0.015200011	4.643315105	0.000323743	0.000244606	0.000359715	4.48609E-05	6.56858E-05	187500.5	56721	78.73	3970470
Los Angeles (SC)	2021	OFF - AirGrSupp - Cargo Loader	Aggregated	100	Nat Gas	0	0	0.000147122	0.047237019	0.005759853	0.985559563	0	0	8.76494E-05	0	0	55158.8	13826.2	13.36	967834
Los Angeles (SC)	2021	OFF - AirGrSupp - Cargo Tractor	Aggregated	100	Gasoline	0.078156016	0.071887904	0.086005928	6.733792087	0.359211752	78.89175619	0.005500523	0.004155951	0.006111692	0.000651338	0.001189855	3396445.45	657481.8	486.54	62460771
Los Angeles (SC)	2021	OFF - AirGrSupp - Cargo Tractor	Aggregated	175	Nat Gas	0	0	5.29771E-05	0.036914835	0.004651174	1.407538257	0	0	0.000125178	0	0	75985.7	8219.8	52.75	1279001
Los Angeles (SC)	2021	OFF - AirGrSupp - Cart	Aggregated	25	Gasoline	4.99494E-05	4.59435E-05	5.49663E-05	0.00318527	3.93621E-05	0.005386532	2.41203E-06	1.82242E-06	2.68003E-06	1.53585E-07	1.40655E-07	401.5	689.85	4.61	8278.2
Los Angeles (SC)	2021	OFF - AirGrSupp - Catering Truck	Aggregated	300	Gasoline	0.010964169	0.010084843	0.012065399	0.53012403	0.062789352	12.0850868	0.000891523	0.000673595	0.000990581	0.000105569	0.000171774	490330.05	51556.25	50.7	10512319
Los Angeles (SC)	2021	OFF - AirGrSupp - Catering Truck	Aggregated	300	Nat Gas	0	0	4.99459E-05	0.02746692	0.003380416	0.925505673	0	0	8.23086E-05	0	0	50242.25	4259.55	9.42	873207.8
Los Angeles (SC)	2021	OFF - AirGrSupp - Deicer	Aggregated	100	Gasoline	2.67998E-05	2.46505E-05	2.94916E-05	0.000894985	0.000171441	0.050845196	3.54505E-06	2.67848E-06	3.93894E-06	4.91236E-07	6.93045E-07	1978.3	237.25	11.16	22064.25
Los Angeles (SC)	2021	OFF - AirGrSupp - Forklift	Aggregated	50	Gasoline	0.002689496	0.002473798	0.002959626	0.249295388	0.005968459	1.91332272	0.000131903	9.96599E-05	0.000146559	2.32625E-05	3.06935E-05	87614.6	53925.1	74.13	2696255
Los Angeles (SC)	2021	OFF - AirGrSupp - Forklift	Aggregated	50	Nat Gas	0	0	0.000174397	0.047517137	0.012857687	3.856212559	0	0	0.000342947	0	0	203874.4	126173.2	173.47	6308660
Los Angeles (SC)	2021	OFF - AirGrSupp - Fuel Truck	Aggregated	175	Gasoline	2.62558E-05	2.41501E-05	2.88929E-05	0.002428471	0.000292266	0.077519042	5.55729E-06	4.19884E-06	6.17477E-06	7.70071E-07	1.07921E-06	3080.6	1051.2	47.58	136656
Los Angeles (SC)	2021	OFF - AirGrSupp - Fuel Truck	Aggregated	175	Nat Gas	0	0	1.46571E-05	0.00754783	0.000921815	0.24354302	0	0	2.16592E-05	0	0	13256.8	3416.4	6.04	478296
Los Angeles (SC)	2021	OFF - AirGrSupp - Generator	Aggregated	100	Gasoline	0.000944637	0.000868877	0.001039515	0.051160445	0.003323475	0.645267696	4.49896E-05	3.39922E-05	4.99885E-05	5.32739E-06	9.66555E-06	27590.35	3303.25	3.68	353447.8
Los Angeles (SC)	2021	OFF - AirGrSupp - Ground Power Unit	Aggregated	175	Gasoline	0.004323509	0.003976763	0.004757758	0.445366141	0.039634988	12.89869737	0.000924699	0.000698661	0.001027443	0.000128135	0.000180419	515007.7	50402.85	63.21	7560428
Los Angeles (SC)	2021	OFF - AirGrSupp - Hydrant truck	Aggregated	175	Gasoline	0.010309824	0.009482976	0.011345333	0.429887777	0.050512654	8.817608595	0.000632129	0.000477608	0.000702365	7.48528E-05	0.000126353	360674.75	45577.55	29.77	5537672
Los Angeles (SC)	2021	OFF - AirGrSupp - Lav Cart	Aggregated	25	Gasoline	5.50767E-05	5.06595E-05	6.06085E-05	0.003512222	4.34026E-05	0.005939432	2.65962E-06	2.00949E-06	2.95513E-06	1.69349E-07	1.55999E-07	445.3	759.2	5.08	9110.4
Los Angeles (SC)	2021	OFF - AirGrSupp - Lav Truck	Aggregated	175	Gasoline	0.002424808	0.002230338	0.002668353	0.179119564	0.015671216	4.525697275	0.000324444	0.000245136	0.000360494	4.49581E-05	6.38279E-05	182197.05	61217.8	50.39	7958314
Los Angeles (SC)	2021	OFF - AirGrSupp - Lav Truck	Aggregated	175	Nat Gas	0	0	4.76114E-06	0.002733598	0.00033803	0.094534601	0	0	8.40731E-06	0	0	5131.9	1423.5	3.71	185055
Los Angeles (SC)	2021	OFF - AirGrSupp - Lift	Aggregated	100	Gasoline	0.004281153	0.003937805	0.004711148	0.199854074	0.019362835	4.728044499	0.000329651	0.000249069	0.000366278	4.56795E-05	6.70489E-05	191391.4	40431.05	107.32	4043105
Los Angeles (SC)	2021	OFF - AirGrSupp - Lift	Aggregated	100	Nat Gas	0	0	9.97512E-06	0.004954754	0.000562849	0.139946063	0	0	1.24459E-05	0	0	7672.3	1372.4	4.03	137240
Los Angeles (SC)	2021	OFF - AirGrSupp - Maint. Truck	Aggregated	175	Gasoline	0.002165312	0.001991654	0.002382794	0.172544122	0.01746253	4.879391359	0.0003498	0.000264294	0.000388667	4.84716E-05	6.8366E-05	195150.9	33006.95	73.35	4290904
Los Angeles (SC)	2021	OFF - AirGrSupp - Other	Aggregated	50	Nat Gas	0	0	0.000186268	0.02191842	0.007398049	1.293883354	0	0	0.00011507	0	0	69134.65	25404	24.92	1270200
Los Angeles (SC)	2021	OFF - AirGrSupp - Other GSE	Aggregated	50	Gasoline	0.002182572	0.00200753	0.002401787	0.145276884	0.004524661	1.430933111	9.86472E-05	7.45335E-05	0.000109608	1.73975E-05	2.21046E-05	63097.55	24203.15	131.95	1210158
Los Angeles (SC)	2021	OFF - AirGrSupp - Passenger Stand	Aggregated	175	Gasoline	0.000820511	0.000754706	0.000902922	0.063631789	0.007623862	1.919355425	0.000137597	0.000103962	0.000152886	1.69868E-05	2.6796E-05	76489.4	11431.8	60.87	1430118
Los Angeles (SC)	2021	OFF - AirGrSupp - Passenger Stand	Aggregated	175	Nat Gas	0	0	1.55867E-07	0.000128778	1.64466E-05	0.005245066	0	0	4.66463E-07	0	0	281.05	3.65	2.22	602.25
Los Angeles (SC)	2021	OFF - AirGrSupp - Service Truck	Aggregated	300	Gasoline	0.013602221	0.012511323	0.014968414	0.703590521	0.083640314	16.84090319	0.001242362	0.000938673	0.001380402	0.000172153	0.000238548	680936.7	211616.05	251.42	38090889
Los Angeles (SC)	2021	OFF - AirGrSupp - Service Truck	Aggregated	300	Nat Gas	0	0	0.000154164	0.082420604	0.007619651	2.351338702	0	0	0.000209113	0	0	128753.75	32054.3	24.63	5769774
Los Angeles (SC)	2021	OFF - AirGrSupp - Sweeper	Aggregated	50	Nat Gas	0	0	1.4429E-06	0.00034313	0.000110354	0.02864582	0	0	2.54758E-06	0	0	1507.45	613.2	2.21	27594
Los Angeles (SC)	2021	OFF - AirGrSupp - Sweeper	Aggregated	100	Gasoline	0.0001201	0.000110468	0.000132162	0.005575369	0.000549152	0.135140304	9.42231E-06	7.11908E-06	1.04692E-05	1.11573E-06	1.90907E-06	5449.45	2127.95	5.86	113419.7
Los Angeles (SC)	2021	OFF - AirGrSupp - Water Truck	Aggregated	175	Gasoline	0.000162127	0.000149125	0.000178411	0.011325905	0.001355341	0.328275449	2.35339E-05	1.77811E-05	2.61487E-05	3.26107E-06	4.59814E-06	13125.4	4803.4	15.46	720510
Los Angeles (SC)	2021	OFF - ConstMin - Asphalt Pavers	Aggregated	25	Gasoline	0.003678523	0.003383506	0.00404799	0.154475469	0.002687366	0.248561717	0.001875326	0.001416913	0.002083695	6.45172E-06	6.71308E-06	19162.5	16877.6	42.58	290357.5
Los Angeles (SC)	2021	OFF - ConstMin - Asphalt Pavers	Aggregated	50	Gasoline	0.000640547	0.000589175	0.000704883	0.043509249	0.000922478	0.310399531	2.13987E-05	1.61679E-05	2.37763E-05	3.77389E-06	5.05335E-06	14424.8	6223.25	15.84	199144
Los Angeles (SC)	2021	OFF - ConstMin - Asphalt Pavers	Aggregated	100	Gasoline	0.000332282	0.000305633	0.000365656	0.013355721	0.000895265	0.321366403	2.24064E-05	1.69293E-05	2.4896E-05	3.10485E-06	4.55466E-06	13001.3	3409.1	8.69	207955.1
Los Angeles (SC)	2021	OFF - ConstMin - Bore/Drill Rigs	Aggregated	25	Gasoline	0.001306447	0.00120167	0.001437665	0.057502258	0.000943145	0.092149496	0.000695241	0.000525293	0.00077249	2.36485E-06	2.49215E-06	7113.85	5398.35	43.51	89957.9
Los Angeles (SC)	2021	OFF - ConstMin - Bore/Drill Rigs	Aggregated	25	Diesel	0.000168716	0.000200786	0.000242951	0.00090591	0.001532878	0.202649734	5.7719E-05	5.31015E-05	5.7719E-05	2.67453E-06	1.69596E-06	6741.55	10157.95	12.51	157442.8
Los Angeles (SC)	2021	OFF - ConstMin - Bore/Drill Rigs	Aggregated	50	Gasoline	4.9354E-05	4.53958E-05	5.4311E-05	0.002674452	8.91937E-05	0.031424346	2.16637E-06	1.63681E-06	2.40707E-06	3.82063E-07	4.74391E-07	1354.15	529.25	4.89	16936
Los Angeles (SC)	2021	OFF - ConstMin - Bore/Drill Rigs	Aggregated	100	Gasoline	0.000311226	0.000286266	0.000342485	0.009807968	0.001097553	0.392275274	2.73504E-05	2.06647E-05	3.03893E-05	3.78993E-06	5.41777E-06	15465.05	2416.3	22.52	212634.4
Los Angeles (SC)	2021	OFF - ConstMin - Bore/Drill Rigs	Aggregated	175	Gasoline	6.89363E-05	6.34076E-05	7.58602E-05	0.00438059	0.000427418	0.135211974	9.69326E-06	7.3238E-06	1.07703E-05	1.34319E-06	1.8835E-06	5376.45	584	5.57	73584
Los Angeles (SC)	2021	OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Gasoline	0.052003237	0.047832577	0.05722639	1.778517286	0.034645801	3.204110695	0.017968683	0.013576338	0.019965203	9.64091E-05	8.23714E-05	235129.35	603856	6557.97	4187313
Los Angeles (SC)	2021	OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Diesel	0.000426089	0.000507081	0.000613568	0.002970127	0.003833899	0.519007741	0.000151071	0.000138985	0.000151071	7.77797E-06	4.35055E-06	17293.7	52308.15	174.23	539743.8
Los Angeles (SC)	2021	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	25	Gasoline	0.040097061	0.036881277	0.04412437	1.663673415	0.030643605	2.772569956	0.020407852	0.015419266	0.022675391	7.62972E-05	7.36022E-05	210097.65	262310.9	923.05	2740803
Los Angeles (SC)	2021	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	25	Diesel	1.40079E-05	1.66705E-05	2.01713E-05	6.88474E-05	0.000127467	0.016720503	4.76283E-06	4.3818E-06	4.76283E-06	2.12151E-07	1.38652E-07	551.15	740.95	1.23	13337.1
Los Angeles (SC)	2021	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Gasoline	0.000807144	0.000742411	0.000888212	0.059979492	0.001300899	0.72108927	4.97112E-05	3.75596E-05	5.52347E-05	8.76713E-06	1.08483E-05	30966.6	11165.35	18.29	390787.3
Los Angeles (SC)	2021	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Diesel	0.000231153	0.000275091	0.00033286	0.002071474	0.00187967	0.262787729	8.51141E-05	7.8305E-05	8.51141E-05	3.39719E-06	2.21292E-06	8796.5	6354.65	10.92	209703.4
Los Angeles (SC)	2021	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	100	Gasoline	0.000331705	0.000305103	0.000365022	0.016347901	0.000832708	0.77062344	5.37297E-05	4.05958E-05	5.96997E-05	7.4453E-06	1.05683E-05	30167.25	6398.45	10.48	422297.7
Los Angeles (SC)	2021	OFF - ConstMin - Cranes	Aggregated	50	Gasoline	0.000224858	0.000206824	0.000247442	0.014390785	0.000334329	0.095273123	6.56804E-06	4.96252E-06	7.29783E-06	1.15835E-06	1.57534E-06	4496.8	2317.75	5.57	85756.75
Los Angeles (SC)	2021	OFF - ConstMin - Cranes	Aggregated	100	Gasoline	0.000467037	0.000429581	0.000513946	0.017348407	0.001282371	0.376811093	2.62722E-05	1.98501E-05	2.91913E-05	3.64052E-06	5.38197E-06	15362.85	4642.8	11.18	343567.2
Los Angeles (SC)	2021	OFF - ConstMin - Cranes	Aggregated	175	Gasoline	2.02505E-05	1.86264E-05	2.22845E-05	0.000889818	9.59561E-05	0.024761656	1.77515E-06	1.34122E-06	1.97239E-06	2.45981E-07	3.50359E-07	1000.1	204.4	0.44	25550
Los Angeles (SC)	2021	OFF - ConstMin - Crushing/Proc. Equipment	Aggregated	25	Gasoline	0.000588544	0.000541343	0.000647657	0.025065006	0.000445897	0.041030731	0.000309565	0.000233894	0.000343961	1.09996E-06	1.09967E-06	3139	3157.25	10.93	37153.35
Los Angeles (SC)	2021	OFF - ConstMin - Crushing/Proc. Equipment	Aggregated	100	Gasoline	0.00029384	0.000270274	0.000323353	0.010161053	0.000911237	0.297770176	2.07613E-05	1.56863E-05	2.30681E-05	2.87688E-06	4.17362E-06	11913.6	1558.55	6.45	149620.8
Los Angeles (SC)	2021	OFF - ConstMin - Dumpers/Tenders	Aggregated	25	Gasoline	0.004763091	0.004381091	0.005241491	0.173603937	0.003360247	0.301617556	0.001990653	0.001504049	0.002211837	8.60276E-06	7.87668E-06	22484	65181.7	437.04	567345
Los Angeles (SC)	2021	OFF - ConstMin - Dumpers/Tenders	Aggregated	25	Diesel	4.34928E-05	5.176E-05	6.26296E-05	0.000213739	0.000395822	0.051909285	1.49635E-05	1.37664E-05	1.49635E-05	6.5863E-07	4.33402E-07	1722.8	4978.6	7.5	79657.6
Los Angeles (SC)	2021	OFF - ConstMin - Dumpers/Tenders	Aggregated	100	Gasoline	2.65575E-05	2.44275E-05	2.92249E-05	0.000851517	9.16324E-05	0.032298327	2.25192E-06	1.70145E-06	2.50213E-06	3.12047E-07	4.44981E-07	1270.2	514.65	4	33966.9
Los Angeles (SC)	2021	OFF - ConstMin - Excavators	Aggregated	25	Diesel	0.000304849	0.000362795	0.000438982	0.001498305	0.002774016	0.363883246	0.000103652	9.53598E-05	0.000103652	4.61699E-06	3.043E-06	12096.1	16176.8	11.57	372066.4
Los Angeles (SC)	2021	OFF - ConstMin - Other Construction Equipment	Aggregated	25	Diesel	0.000982987	0.001169835	0.001415501	0.006941121	0.008879403	1.208052453	0.000344106	0.000316577	0.000344106	1.81696E-05	1.0128E-05	40259.5	83614.2	121.07	1135398
Los Angeles (SC)	2021	OFF - ConstMin - Other Construction Equipment	Aggregated	175	Gasoline	0.000309521	0.000284698	0.00034061	0.026349882	0.001020844	0.797585786	5.71784E-05	4.32015E-05	6.35316E-05	7.92318E-06	1.11335E-05	31780.55	5799.85	15.62	730781.1
Los Angeles (SC)	2021	OFF - ConstMin - Pavers	Aggregated	25	Diesel	8.25573E-05	9.825E-05	0.000118883	0.00040546	0.000751899	0.098471277	2.87748E-05	2.64729E-05	2.87748E-05	1.24941E-06	8.23648E-07	3274.05	3865.35	4.71	92768.4
Los Angeles (SC)	2021	OFF - ConstMin - Paving Equipment	Aggregated	25	Gasoline	0.084613216	0.077827236	0.093111683	3.091868803	0.06220468	5.53250795	0.035289969	0.026663532	0.039211076	0.000162416	0.000142382	406431.15	882004.25	4662.45	7230321
Los Angeles (SC)	2021	OFF - ConstMin - Paving Equipment	Aggregated	25	Diesel	9.77129E-05	0.000116286	0.000140707	0.00048025	0.000889153	0.116635176	3.32195E-05	3.05619E-05	3.32195E-05	1.47988E-06	9.75155E-07	3876.3	6748.85	8.13	128228.2
Los Angeles (SC)	2021	OFF - ConstMin - Paving Equipment	Aggregated	50	Gasoline	0.000477143	0.000438876	0.000525067	0.034396753	0.000779991	0.391359773	2.698E-05	2.03849E-05	2.99778E-05	4.75822E-06	5.92924E-06	16925.05	7577.4	43.26	280363.8
Los Angeles (SC)	2021	OFF - ConstMin - Paving Equipment	Aggregated	100	Gasoline	8.88287E-05	8.17046E-05	9.77506E-05	0.004109405	0.000243395	0.177901656	1.24037E-05	9.37171E-06	1.37819E-05	1.71878E-06	2.44612E-06	6982.45	1949.1	11.15	128640.6
Los Angeles (SC)	2021	OFF - ConstMin - Plate Compactors	Aggregated	25	Gasoline	0.035695883	0.032833073	0.039281142	1.155495876	0.024572561	2.187179368	0.01195154	0.009030053	0.013279489	6.66003E-05	5.50245E-05	157066.8	499612	2577.29	3066234
Los Angeles (SC)	2021	OFF - ConstMin - Plate Compactors	Aggregated	25	Diesel	0.000288701	0.000343578	0.000415729	0.002180668	0.002603454	0.35713945	0.000101731	9.35925E-05	0.000101731	5.55741E-06	2.99525E-06	11906.3	60484.15	100.74	483873.2
Los Angeles (SC)	2021	OFF - ConstMin - Rollers	Aggregated	25	Gasoline	0.018235863	0.016773347	0.020067455	0.754019273	0.013488545	1.243279332	0.009050895	0.006838454	0.01005655	3.34927E-05	3.31843E-05	94724.8	125625.7	504.47	1546198
Los Angeles (SC)	2021	OFF - ConstMin - Rollers	Aggregated	25	Diesel	0.001762813	0.002097893	0.002538451	0.011092952	0.015965662	2.144142636	0.000610724	0.000561866	0.000610724	3.04766E-05	1.79614E-05	71397.65	186708.45	268.42	2230942
Los Angeles (SC)	2021	OFF - ConstMin - Rollers	Aggregated	50	Gasoline	0.001087372	0.001000165	0.001196587	0.073500566	0.001489362	0.376129794	2.593E-05	1.95916E-05	2.88112E-05	4.57305E-06	6.57242E-06	18761	6924.05	11.18	256189.9
Los Angeles (SC)	2021	OFF - ConstMin - Rollers	Aggregated	100	Gasoline	0.00218154	0.00200658	0.002400652	0.08530828	0.005399532	1.417256299	9.88145E-05	7.46599E-05	0.000109794	1.36927E-05	2.0675E-05	59016.85	13026.85	20.93	977013.8
Los Angeles (SC)	2021	OFF - ConstMin - Rough Terrain Forklifts	Aggregated	50	Gasoline	0.000152075	0.000139879	0.000167349	0.00972622	0.000226325	0.064576001	4.45181E-06	3.36359E-06	4.94646E-06	7.85126E-07	1.06514E-06	3040.45	919.8	2.24	43230.6
Los Angeles (SC)	2021	OFF - ConstMin - Rough Terrain Forklifts	Aggregated	100	Gasoline	0.002027587	0.001864974	0.002231236	0.075268092	0.005573896	1.639735729	0.000114326	8.63799E-05	0.000127029	1.58421E-05	2.3405E-05	66809.6	13096.2	31.66	1113177
Los Angeles (SC)	2021	OFF - ConstMin - Rough Terrain Forklifts	Aggregated	175	Gasoline	7.65297E-05	7.0392E-05	8.42162E-05	0.003368833	0.000363088	0.093808597	6.72508E-06	5.08117E-06	7.47231E-06	9.3189E-07	1.3196E-06	3766.8	467.2	1.15	66342.4
Los Angeles (SC)	2021	OFF - ConstMin - Rubber Tired Loaders	Aggregated	25	Diesel	8.1427E-05	9.69048E-05	0.000117255	0.000400207	0.000740957	0.097195464	2.76861E-05	2.54712E-05	2.76861E-05	1.23323E-06	8.11711E-07	3226.6	4190.2	4.37	104755
Los Angeles (SC)	2021	OFF - ConstMin - Rubber Tired Loaders	Aggregated	50	Gasoline	0.000360957	0.000332008	0.000397211	0.02433467	0.000496004	0.145997838	1.0065E-05	7.60464E-06	1.11833E-05	1.77507E-06	2.46274E-06	7029.9	2861.6	5.55	114464
Los Angeles (SC)	2021	OFF - ConstMin - Rubber Tired Loaders	Aggregated	100	Gasoline	0.002218068	0.002040179	0.002440848	0.087289883	0.005672769	1.725362456	0.000120296	9.08906E-05	0.000133663	1.66694E-05	2.48039E-05	70802.7	18965.4	37.06	1365509
Los Angeles (SC)	2021	OFF - ConstMin - Signal Boards	Aggregated	25	Gasoline	0.000910916	0.00083786	0.001002407	0.037558485	0.000724428	0.064248938	0.000466737	0.000352646	0.000518597	1.84686E-06	1.68402E-06	4807.05	8336.6	31.42	65181.7
Los Angeles (SC)	2021	OFF - ConstMin - Signal Boards	Aggregated	25	Diesel	0.004512188	0.005369876	0.00649755	0.034082291	0.040690138	5.5818349	0.001589983	0.001462785	0.001589983	8.68583E-05	4.68212E-05	186117.15	661036.9	880.61	3966221
Los Angeles (SC)	2021	OFF - ConstMin - Signal Boards	Aggregated	50	Diesel	0.000101196	0.000120432	0.000145722	0.000894992	0.000818263	0.116158333	3.6569E-05	3.36435E-05	3.6569E-05	1.50164E-06	9.76992E-07	3883.6	2343.3	4.4	86702.1
Los Angeles (SC)	2021	OFF - ConstMin - Skid Steer Loaders	Aggregated	25	Gasoline	0.059958127	0.055149486	0.065980262	2.511772122	0.042760515	4.004195561	0.030210491	0.022825705	0.033567213	0.000101623	0.000108687	310246.35	281258.05	880.94	5323189
Los Angeles (SC)	2021	OFF - ConstMin - Skid Steer Loaders	Aggregated	25	Diesel	0.008075984	0.009611089	0.011629417	0.039252004	0.073088447	9.465252355	0.002912522	0.002679521	0.002912522	0.000120096	7.91731E-05	314717.6	501356.7	600.62	10027134
Los Angeles (SC)	2021	OFF - ConstMin - Skid Steer Loaders	Aggregated	50	Gasoline	0.002471191	0.002273002	0.002719395	0.193679908	0.003859102	2.072080916	0.000142847	0.000107929	0.000158719	2.51927E-05	3.16256E-05	90275.45	47194.5	152.12	1510224
Los Angeles (SC)	2021	OFF - ConstMin - Skid Steer Loaders	Aggregated	100	Gasoline	0.001420427	0.001306509	0.001563093	0.074526363	0.003579755	3.064191109	0.000213643	0.000161419	0.000237381	2.96044E-05	4.22297E-05	120544.9	28236.4	91	2258912
Los Angeles (SC)	2021	OFF - ConstMin - Surfacing Equipment	Aggregated	25	Gasoline	0.040856668	0.037579963	0.044960271	1.535722498	0.031642981	2.662243675	0.018639447	0.014083138	0.020710497	7.68629E-05	6.95219E-05	198450.5	538371.35	1258.3	4189266
Los Angeles (SC)	2021	OFF - ConstMin - Tampers/Rammers	Aggregated	25	Gasoline	0.004685436	0.004309664	0.005156037	0.218917661	0.003970206	0.41339482	0.003118944	0.002356535	0.003465493	1.65329E-05	1.02947E-05	29386.15	137313	753.85	579510.5
Los Angeles (SC)	2021	OFF - ConstMin - Tractors/Loaders/Backhoes	Aggregated	25	Diesel	0.001512813	0.001800372	0.00217845	0.007435343	0.013766062	1.805771557	0.000515514	0.000474273	0.000515514	2.29118E-05	1.5103E-05	60035.2	83176.2	88.22	1913053
Los Angeles (SC)	2021	OFF - ConstMin - Tractors/Loaders/Backhoes	Aggregated	100	Gasoline	0.001027932	0.000945491	0.001131176	0.069443563	0.002644214	1.208814681	8.42815E-05	6.36793E-05	9.36461E-05	1.16788E-05	1.7523E-05	50019.6	17096.6	19.63	1077086
Los Angeles (SC)	2021	OFF - ConstMin - Trenchers	Aggregated	25	Gasoline	0.037007322	0.034039334	0.0407243	1.530791	0.027717862	2.48931996	0.018781194	0.014190235	0.020867993	6.60928E-05	6.69108E-05	190997.2	196472.2	452.32	2908207
Los Angeles (SC)	2021	OFF - ConstMin - Trenchers	Aggregated	25	Diesel	0.000712857	0.000848359	0.001026514	0.003862212	0.006475626	0.856801858	0.00024406	0.000224535	0.00024406	1.13542E-05	7.17042E-06	28502.85	29798.6	48.18	665628.6
Los Angeles (SC)	2021	OFF - ConstMin - Trenchers	Aggregated	50	Gasoline	0.004449447	0.004092601	0.004896345	0.283509038	0.006656545	1.912429252	0.000131841	9.96133E-05	0.00014649	2.32517E-05	3.14914E-05	89892.2	40836.2	101.48	1225086
Los Angeles (SC)	2021	OFF - ConstMin - Trenchers	Aggregated	100	Gasoline	0.001685025	0.001549886	0.001854267	0.062328825	0.004662968	1.38059695	9.62585E-05	7.27287E-05	0.000106954	1.33385E-05	1.96853E-05	56191.75	13548.8	33.68	894220.8
Los Angeles (SC)	2021	OFF - Industrial - Aerial Lifts	Aggregated	25	Gasoline	0.0194141	0.017857089	0.021364033	0.804706329	0.013849484	1.281921166	0.009671722	0.007307523	0.010746358	3.25539E-05	3.48185E-05	99389.5	113916.5	303.5	2148755
Los Angeles (SC)	2021	OFF - Industrial - Aerial Lifts	Aggregated	25	Diesel	0.002113324	0.00251503	0.003043187	0.012015608	0.019033364	2.504642161	0.000758296	0.000697632	0.000758296	3.41244E-05	2.09686E-05	83351.4	181496.25	454.45	3172679
Los Angeles (SC)	2021	OFF - Industrial - Aerial Lifts	Aggregated	25	Nat Gas	0	0	0.001737893	0.462150767	0.012718386	2.718300446	0	0	0.001398179	0	0	181718.9	153752.6	409.65	2900275
Los Angeles (SC)	2021	OFF - Industrial - Aerial Lifts	Aggregated	50	Gasoline	0.006010342	0.005528313	0.006614015	0.495178181	0.009099425	4.702259388	0.00032417	0.000244928	0.000360188	5.71709E-05	7.29488E-05	208232.5	130951.05	362.42	4321385
Los Angeles (SC)	2021	OFF - Industrial - Aerial Lifts	Aggregated	100	Gasoline	0.004739095	0.00435902	0.005215085	0.263162124	0.011995182	9.43975617	0.000658162	0.000497278	0.000731292	9.12012E-05	0.000130818	373420.55	130951.05	362.42	8773720
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	25	Gasoline	0.000573477	0.000527484	0.000631076	0.035459037	0.000483266	0.056054286	2.81942E-05	2.13023E-05	3.13269E-05	1.42068E-06	1.51268E-06	4317.95	6263.4	6.95	144058.2
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	25	Nat Gas	0	0	8.39345E-05	0.013264329	0.000370387	0.069115186	0	0	4.55381E-05	0	0	4821.65	4916.55	3.92	113080.7
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	50	Gasoline	0.152071729	0.139875576	0.167345661	17.96247446	0.354536345	63.362021	0.004368121	0.003300358	0.004853468	0.000770367	0.001221987	3488166.3	2177633.8	1208.75	89282986
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	50	Nat Gas	0	0	0.011624922	1.929565795	0.504617078	120.1769736	0	0	0.010687781	0	0	6402005.1	4795337.15	2661.78	1.97E+08
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	100	Gasoline	0.321014729	0.295269347	0.353257127	30.5444262	1.601733054	375.3684853	0.02617159	0.019774091	0.029079545	0.003626583	0.005627392	16063412.75	7641979.45	4241.88	5.35E+08
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	100	Nat Gas	0	0	0.068954208	32.52827623	3.262756009	720.118512	0	0	0.064042781	0	0	40066305.5	16830164.6	9341.99	1.18E+09
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	175	Gasoline	0.016758584	0.015414545	0.018441799	1.172667039	0.099092775	27.82856435	0.001995011	0.001507342	0.002216679	0.000276448	0.000394073	1124882.55	279298	155.03	40777508
Los Angeles (SC)	2021	OFF - Industrial - Forklifts	Aggregated	175	Nat Gas	0	0	0.00316269	1.905445835	0.162265809	54.96424708	0	0	0.004888173	0	0	3007074.4	615901	341.87	89921546
Los Angeles (SC)	2021	OFF - Industrial - Other General Industrial Equipment	Aggregated	25	Gasoline	0.016040666	0.014754205	0.017651774	0.983584446	0.013011134	1.626233775	0.000783299	0.000591826	0.000870333	4.50777E-05	4.29202E-05	122515.9	219843.15	566.54	2322086
Los Angeles (SC)	2021	OFF - Industrial - Other General Industrial Equipment	Aggregated	25	Diesel	0.002563302	0.003050541	0.003691155	0.014524826	0.02387787	3.16504615	0.000901562	0.000829437	0.000901562	4.23149E-05	2.6488E-05	105291.55	200695.25	140.72	3616040
Los Angeles (SC)	2021	OFF - Industrial - Other General Industrial Equipment	Aggregated	50	Gasoline	0.004721861	0.004343168	0.00519612	0.454262297	0.010560636	3.165810336	0.000218248	0.000164899	0.000242498	3.84905E-05	5.16664E-05	147481.9	82610.45	115.75	2478314
Los Angeles (SC)	2021	OFF - Industrial - Other General Industrial Equipment	Aggregated	100	Gasoline	0.001460765	0.001343611	0.001607482	0.106579709	0.008713801	2.708822408	0.000188866	0.000142698	0.000209851	2.6171E-05	3.81916E-05	109018.2	27141.4	38.04	2144171
Los Angeles (SC)	2021	OFF - Industrial - Other General Industrial Equipment	Aggregated	175	Gasoline	0.000204983	0.000188543	0.000225571	0.019823554	0.001755044	0.561539089	4.02564E-05	3.04159E-05	4.47293E-05	5.5783E-06	7.86389E-06	22447.5	2624.35	3.7	456636.9
Los Angeles (SC)	2021	OFF - Industrial - Other Material Handling Equipment	Aggregated	50	Gasoline	6.95562E-05	6.39778E-05	7.65423E-05	0.004929402	0.000136096	0.032493829	2.2401E-06	1.69252E-06	2.48899E-06	3.95066E-07	5.37046E-07	1533	631.45	1.64	25889.45
Los Angeles (SC)	2021	OFF - Industrial - Other Material Handling Equipment	Aggregated	100	Gasoline	0.001964572	0.001807013	0.002161891	0.083925223	0.00830856	1.872480896	0.000130554	9.86407E-05	0.00014506	1.80908E-05	2.6672E-05	76135.35	27969.95	72.41	1510377
Los Angeles (SC)	2021	OFF - Industrial - Sweepers/Scrubbers	Aggregated	25	Gasoline	0.012223325	0.011243014	0.013451023	0.790530647	0.00999423	1.282713962	0.000598044	0.000451855	0.000664493	3.37817E-05	3.41344E-05	97436.75	107660.4	398.43	1392942
Los Angeles (SC)	2021	OFF - Industrial - Sweepers/Scrubbers	Aggregated	25	Diesel	0.000510481	0.000607514	0.000735092	0.003133834	0.00482448	0.643510222	0.000183304	0.000168639	0.000183304	8.86442E-06	5.38723E-06	21414.55	29805.9	45.8	551376.3
Los Angeles (SC)	2021	OFF - Industrial - Sweepers/Scrubbers	Aggregated	50	Gasoline	0.013079503	0.012030527	0.014393195	1.132890011	0.028628244	10.23286409	0.000705444	0.000533002	0.000783827	0.000124413	0.000159897	456425.2	174072.15	337.05	6092525
Los Angeles (SC)	2021	OFF - Industrial - Sweepers/Scrubbers	Aggregated	100	Gasoline	0.007633996	0.00702175	0.008400747	0.484134798	0.048719432	16.41317365	0.001144366	0.000864632	0.001271518	0.000158574	0.000227977	650762.15	145339.35	281.43	9883076
Los Angeles (SC)	2021	OFF - Industrial - Sweepers/Scrubbers	Aggregated	175	Gasoline	5.90998E-05	5.436E-05	6.50357E-05	0.006452105	0.000577835	0.191073724	1.3698E-05	1.03496E-05	1.52199E-05	1.89812E-06	2.66733E-06	7613.9	846.8	1.61	118552
Los Angeles (SC)	2021	OFF - Light Commercial - Air Compressors	Aggregated	25	Gasoline	0.123678593	0.11375957	0.136100747	2.854756713	0.074202057	6.267750653	0.023871256	0.01803606	0.026523618	0.000195775	0.000149355	426334.6	1400202.05	2896.54	8629940
Los Angeles (SC)	2021	OFF - Light Commercial - Air Compressors	Aggregated	25	Diesel	0.000562654	0.000669605	0.000810221	0.002879174	0.004846109	0.610697804	0.000223171	0.000205317	0.000223171	8.1022E-06	5.11727E-06	20341.45	37120.5	45.6	741490.2
Los Angeles (SC)	2021	OFF - Light Commercial - Air Compressors	Aggregated	50	Gasoline	0.006847326	0.00629817	0.007535064	0.451941785	0.009486284	2.689915445	0.00018544	0.00014011	0.000206045	3.27045E-05	4.54341E-05	129691.8	58016.75	120.03	2030586
Los Angeles (SC)	2021	OFF - Light Commercial - Air Compressors	Aggregated	50	Diesel	0.007769171	0.009245956	0.011187607	0.061260943	0.051289786	6.831294119	0.002669911	0.002456318	0.002669911	8.83116E-05	5.76627E-05	229212.7	224110	275.3	8292070
Los Angeles (SC)	2021	OFF - Light Commercial - Air Compressors	Aggregated	100	Gasoline	0.023106117	0.021253006	0.025426872	0.884931636	0.05966233	17.24890923	0.001202635	0.000908658	0.001336261	0.000166649	0.000248253	708640.2	188128.3	389.18	13168981
Los Angeles (SC)	2021	OFF - Light Commercial - Air Compressors	Aggregated	175	Gasoline	0.001918599	0.001764727	0.002111301	0.079333542	0.008464549	2.160310819	0.000154871	0.000117014	0.000172079	2.14604E-05	3.03815E-05	86724	12661.85	26.21	1696688
Los Angeles (SC)	2021	OFF - Light Commercial - Gas Compressors	Aggregated	50	Nat Gas	0	0	0.000399521	0.0708136	0.014509184	4.8253558	0	0	0.000369617	0	0	256383.3	74992.9	8.83	2399773
Los Angeles (SC)	2021	OFF - Light Commercial - Gas Compressors	Aggregated	100	Nat Gas	0	0	0.002178749	1.1324196	0.08584582	27.116006	0	0	0.00210066	0	0	1500361.7	154986.3	18.24	13638794
Los Angeles (SC)	2021	OFF - Light Commercial - Gas Compressors	Aggregated	175	Nat Gas	0	0	0.000607605	0.23039	0.022971946	7.0570307	0	0	0.000562127	0	0	385319.55	24995.2	2.94	3649299
Los Angeles (SC)	2021	OFF - Light Commercial - Gas Compressors	Aggregated	300	Nat Gas	0	0	0.000467517	0.26510633	0.022243632	7.2731784	0	0	0.000646831	0	0	399061.8	19998.35	2.36	4199654
Los Angeles (SC)	2021	OFF - Light Commercial - Gas Compressors	Aggregated	600	Nat Gas	0	0	0.000658419	0.37335803	0.031326434	10.24306	0	0	0.000910953	0	0	562016.05	17498.1	2.06	5914358
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	25	Gasoline	0.934086543	0.859172803	1.027905262	49.27486854	0.653169343	82.68998641	0.054535847	0.041204862	0.060595385	0.002265047	0.002173488	6204229.85	8741395.95	76079.94	93762846
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	25	Diesel	0.013305077	0.015834141	0.019159311	0.082570048	0.126311949	15.96974064	0.005659518	0.005206757	0.005659518	0.000222895	0.000133778	531775.8	874445.1	2590.35	12574141
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	50	Gasoline	0.034647349	0.031868631	0.038127294	2.053672593	0.07229517	23.34965056	0.001609704	0.001216221	0.00178856	0.000283889	0.000354066	1010681.35	453611.05	3949.33	14515554
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	50	Diesel	0.014935234	0.017774163	0.021506737	0.131679719	0.131614395	18.90739394	0.005783155	0.005320503	0.005783155	0.000244425	0.000158791	631205.45	451121.75	1336.33	14887018
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	100	Gasoline	0.008239994	0.007579146	0.00906761	0.293933086	0.044818932	11.56532114	0.000806362	0.000609251	0.000895958	0.000111737	0.000159816	456195.25	87603.65	762.73	7271103
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	100	Nat Gas	0	0	3.83198E-05	0.023559596	0.002781667	0.749852767	0	0	6.66872E-05	0	0	40803.35	6518.9	56.78	541068.7
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	175	Gasoline	0.000808367	0.000743536	0.000889558	0.060532837	0.007890114	1.86944969	0.00013402	0.000101259	0.000148911	1.8571E-05	2.60774E-05	74438.1	8274.55	72.07	1208084
Los Angeles (SC)	2021	OFF - Light Commercial - Generator Sets	Aggregated	175	Nat Gas	0	0	4.29873E-05	0.028234606	0.003872387	1.093486525	0	0	9.72478E-05	0	0	59002.25	5398.35	47.04	788159.1
Los Angeles (SC)	2021	OFF - Light Commercial - Pressure Washers	Aggregated	25	Gasoline	0.09899856	0.091058875	0.108941876	3.595977783	0.050794069	6.964969268	0.009609687	0.007260652	0.01067743	0.000208624	0.000172653	492837.6	912547.45	7942.17	6318252
Los Angeles (SC)	2021	OFF - Light Commercial - Pressure Washers	Aggregated	25	Diesel	7.25817E-05	8.63783E-05	0.000104518	0.000518493	0.000711592	0.090214129	3.22546E-05	2.96742E-05	3.22546E-05	1.33796E-06	7.56618E-07	3007.6	12384.45	85.63	175057.7
Los Angeles (SC)	2021	OFF - Light Commercial - Pressure Washers	Aggregated	50	Gasoline	0.000306751	0.000282149	0.00033756	0.019270588	0.000526051	0.236413921	1.62982E-05	1.23142E-05	1.81091E-05	2.87436E-06	3.5509E-06	10136.05	4055.15	35.33	117599.3
Los Angeles (SC)	2021	OFF - Light Commercial - Pressure Washers	Aggregated	50	Diesel	5.13876E-05	6.11555E-05	7.39982E-05	0.000537312	0.000607523	0.090850204	2.28288E-05	2.10025E-05	2.28288E-05	1.17447E-06	7.59372E-07	3018.55	4635.5	32.08	176149
Los Angeles (SC)	2021	OFF - Light Commercial - Pumps	Aggregated	25	Gasoline	0.306502997	0.281921456	0.337287851	10.37011517	0.210226399	19.23866559	0.11967026	0.09041753	0.132966956	0.000586615	0.000487855	1392584.5	3874515.15	17555.46	21498540
Los Angeles (SC)	2021	OFF - Light Commercial - Pumps	Aggregated	25	Diesel	0.007421135	0.008831764	0.010686434	0.044235081	0.064976229	8.198362837	0.00306648	0.002821162	0.00306648	0.000117223	6.87338E-05	273220.75	587383.55	1459.29	6455335
Los Angeles (SC)	2021	OFF - Light Commercial - Pumps	Aggregated	50	Gasoline	0.005280533	0.004857034	0.005810904	0.363148936	0.008400993	3.525168075	0.000243022	0.000183617	0.000270024	4.28596E-05	5.45664E-05	155760.1	69667.55	315.63	2159694
Los Angeles (SC)	2021	OFF - Light Commercial - Pumps	Aggregated	50	Diesel	0.009575003	0.011395044	0.013788004	0.080978234	0.078051803	11.06623373	0.003587744	0.003300724	0.003587744	0.000143059	9.30291E-05	369796.1	235498	585.08	8713426
Los Angeles (SC)	2021	OFF - Light Commercial - Pumps	Aggregated	100	Gasoline	0.009058712	0.008332203	0.00996856	0.381090294	0.026089049	13.25359067	0.000924072	0.000698188	0.001026747	0.000128048	0.000184048	525366.4	88304.45	400.03	8212314
Los Angeles (SC)	2021	OFF - Light Commercial - Pumps	Aggregated	175	Gasoline	0.000298176	0.000274262	0.000328124	0.020075391	0.001317176	0.601694129	4.31351E-05	3.25909E-05	4.79278E-05	5.9772E-06	8.40605E-06	23995.1	2668.15	12.05	384213.6
Los Angeles (SC)	2021	OFF - Light Commercial - Welders	Aggregated	25	Gasoline	0.299142763	0.275151513	0.329188363	12.48265585	0.217067682	20.05619976	0.151318187	0.114329297	0.168131319	0.000517964	0.000542264	1547895.65	1931393.85	9297.06	30322488
Los Angeles (SC)	2021	OFF - Light Commercial - Welders	Aggregated	25	Diesel	0.006580681	0.007831554	0.009476181	0.0364801	0.057153449	7.20693489	0.002665273	0.002452051	0.002665273	9.94046E-05	6.03908E-05	240056.85	613389.8	955.09	9331630
Los Angeles (SC)	2021	OFF - Light Commercial - Welders	Aggregated	50	Gasoline	0.012891683	0.01185777	0.014186511	0.758462741	0.02107756	7.073107227	0.000487614	0.000368419	0.000541793	8.59961E-05	0.000110227	314644.6	130286.75	627.12	5862904
Los Angeles (SC)	2021	OFF - Light Commercial - Welders	Aggregated	50	Diesel	0.033461484	0.039821931	0.048184537	0.264135976	0.230795113	31.39554959	0.011751583	0.010811456	0.011751583	0.000405866	0.000264691	1052163.6	883724.4	1376.04	40651276
Los Angeles (SC)	2021	OFF - Light Commercial - Welders	Aggregated	100	Gasoline	0.010354058	0.009523663	0.011394009	0.354641859	0.032303086	11.10352243	0.000774164	0.000584924	0.000860182	0.000107276	0.000155078	442672	132976.8	640.09	9308376
Los Angeles (SC)	2021	OFF - Light Commercial - Welders	Aggregated	175	Gasoline	0.000838897	0.000771617	0.000923155	0.046250066	0.00454268	1.38247139	9.91085E-05	7.4882E-05	0.000110121	1.37334E-05	1.93234E-05	55158.8	9157.85	44.12	1190521
Los Angeles (SC)	2021	OFF - Military - A/C unit	Aggregated	100	Diesel	6.77489E-05	8.06267E-05	9.75584E-05	0.001020359	0.000895884	0.173547788	4.73885E-05	4.35974E-05	4.73885E-05	2.0358E-06	1.45171E-06	5770.65	1660.75	5.54	167735.8
Los Angeles (SC)	2021	OFF - Military - A/C unit	Aggregated	300	Diesel	3.34399E-05	3.97963E-05	4.81535E-05	0.000267479	0.000470984	0.149208046	1.39025E-05	1.27903E-05	1.39025E-05	1.67885E-06	1.23869E-06	4923.85	697.15	2.31	145007.2
Los Angeles (SC)	2021	OFF - Military - A/C unit	Aggregated	600	Diesel	1.91406E-05	2.2779E-05	2.75625E-05	0.000157153	0.000255356	0.089334644	8.05227E-06	7.40809E-06	8.05227E-06	8.76849E-07	7.39171E-07	2938.25	273.75	0.9	86231.25
Los Angeles (SC)	2021	OFF - Military - Aircraft Support	Aggregated	100	Diesel	1.23997E-05	1.47566E-05	1.78555E-05	0.00018675	0.000163968	0.031763431	8.67324E-06	7.97938E-06	8.67324E-06	3.72601E-07	2.68122E-07	1065.8	456.25	1.49	31025
Los Angeles (SC)	2021	OFF - Military - Aircraft Support	Aggregated	175	Diesel	2.72566E-05	3.24376E-05	3.92495E-05	0.000478001	0.000348188	0.093421846	1.53092E-05	1.40845E-05	1.53092E-05	1.05116E-06	7.79573E-07	3098.85	649.7	2.16	90958
Los Angeles (SC)	2021	OFF - Military - Cart	Aggregated	100	Diesel	6.33009E-06	7.53333E-06	9.11532E-06	9.53368E-05	8.37065E-05	0.016215364	4.42773E-06	4.07351E-06	4.42773E-06	1.90215E-07	1.34979E-07	536.55	189.8	0.65	15373.8
Los Angeles (SC)	2021	OFF - Military - Cart	Aggregated	175	Diesel	2.23407E-06	2.65873E-06	3.21706E-06	3.9179E-05	2.85389E-05	0.007657255	1.25481E-06	1.15442E-06	1.25481E-06	8.61573E-08	6.33575E-08	251.85	58.4	0.16	8935.2
Los Angeles (SC)	2021	OFF - Military - Cart	Aggregated	300	Diesel	7.36545E-06	8.7655E-06	1.06063E-05	5.89147E-05	0.000103739	0.032864473	3.06216E-06	2.81718E-06	3.06216E-06	3.69782E-07	2.72713E-07	1084.05	160.6	0.52	31638.2
Los Angeles (SC)	2021	OFF - Military - Communications	Aggregated	50	Diesel	1.9173E-06	2.28174E-06	2.76091E-06	1.79775E-05	1.85906E-05	0.002669196	7.8675E-07	7.2381E-07	7.8675E-07	3.4506E-08	1.65281E-08	65.7	58.4	0.17	2336
Los Angeles (SC)	2021	OFF - Military - Communications	Aggregated	100	Diesel	3.12597E-06	3.72016E-06	4.50139E-06	4.70799E-05	4.13366E-05	0.008007587	2.18653E-06	2.01161E-06	2.18653E-06	9.39331E-08	6.61122E-08	262.8	87.6	0.32	7008
Los Angeles (SC)	2021	OFF - Military - Compressor (Military)	Aggregated	50	Diesel	2.34869E-06	2.79514E-06	3.38212E-06	2.20224E-05	2.27735E-05	0.003269765	9.63768E-07	8.86667E-07	9.63768E-07	4.22699E-08	2.66285E-08	105.85	58.4	0.17	2861.6
Los Angeles (SC)	2021	OFF - Military - Compressor (Military)	Aggregated	100	Diesel	6.98198E-05	8.30913E-05	0.000100541	0.00105155	0.000923269	0.178852791	4.88371E-05	4.49301E-05	4.88371E-05	2.09804E-06	1.49763E-06	5953.15	2441.85	8.13	173371.3
Los Angeles (SC)	2021	OFF - Military - Compressor (Military)	Aggregated	175	Diesel	3.25133E-06	3.86935E-06	4.68191E-06	5.70187E-05	4.15338E-05	0.011143892	1.82617E-06	1.68008E-06	1.82617E-06	1.25388E-07	9.18225E-08	365	58.4	0.17	9752.8
Los Angeles (SC)	2021	OFF - Military - Compressor (Military)	Aggregated	300	Diesel	6.67004E-06	7.93789E-06	9.60485E-06	5.33522E-05	9.3944E-05	0.02976153	2.77304E-06	2.5512E-06	2.77304E-06	3.34868E-07	2.45166E-07	974.55	124.1	0.42	27674.3
Los Angeles (SC)	2021	OFF - Military - Compressor (Military)	Aggregated	600	Diesel	3.73305E-05	4.44264E-05	5.37559E-05	0.000306499	0.000498028	0.174231758	1.57046E-05	1.44482E-05	1.57046E-05	1.71014E-06	1.4462E-06	5748.75	456.25	1.49	170181.3
Los Angeles (SC)	2021	OFF - Military - Crane	Aggregated	100	Diesel	4.71672E-06	5.61328E-06	6.79207E-06	0.000157268	8.65616E-05	0.028026357	1.47623E-06	1.35813E-06	1.47623E-06	3.28766E-07	2.31393E-07	919.8	255.5	0.85	26827.5
Los Angeles (SC)	2021	OFF - Military - Crane	Aggregated	175	Diesel	9.64885E-07	1.14829E-06	1.38943E-06	3.50341E-05	1.07964E-05	0.007056686	2.72364E-07	2.50575E-07	2.72364E-07	7.93998E-08	5.96846E-08	237.25	32.85	0.16	4631.85
Los Angeles (SC)	2021	OFF - Military - Crane	Aggregated	300	Diesel	8.64607E-07	1.02895E-06	1.24503E-06	1.2078E-05	7.20923E-06	0.007140098	1.95383E-07	1.79753E-07	1.95383E-07	8.03384E-08	5.96846E-08	237.25	32.85	0.09	7029.9
Los Angeles (SC)	2021	OFF - Military - Deicer	Aggregated	100	Diesel	2.86547E-06	3.41015E-06	4.12628E-06	4.31566E-05	3.78918E-05	0.007340288	2.00432E-06	1.84397E-06	2.00432E-06	8.61053E-08	6.24393E-08	248.2	58.4	0.17	6424

Los Angeles (SC)	2021	OFF - Military - Generator (Military)	Aggregated	50	Diesel	1.22947E-05	1.46317E-05	1.77043E-05	0.000115281	0.000119212	0.017116218	5.04503E-06	4.64143E-06	5.04503E-06	2.2127E-07	1.44161E-07	573.05	434.35	1.45	16505.3
Los Angeles (SC)	2021	OFF - Military - Generator (Military)	Aggregated	100	Diesel	0.000363238	0.000432283	0.000523062	0.005470687	0.004803307	0.930481602	0.000254075	0.000233749	0.000254075	1.0915E-05	7.78104E-06	30930.1	10891.6	36.23	904002.8
Los Angeles (SC)	2021	OFF - Military - Generator (Military)	Aggregated	175	Diesel	0.000387078	0.000460655	0.000557392	0.006788207	0.004944698	1.326707112	0.00021741	0.000200017	0.00021741	1.49277E-05	1.10793E-05	44040.9	8770.95	29.16	1289330
Los Angeles (SC)	2021	OFF - Military - Generator (Military)	Aggregated	300	Diesel	0.000119227	0.00014189	0.000171687	0.000953671	0.00167925	0.531987386	4.95681E-05	4.56026E-05	4.95681E-05	5.98577E-06	4.41942E-06	17567.45	2314.1	7.7	516044.3
Los Angeles (SC)	2021	OFF - Military - Generator (Military)	Aggregated	600	Diesel	7.21447E-05	8.58581E-05	0.000103888	0.000592338	0.000962485	0.336719023	3.03505E-05	2.79225E-05	3.03505E-05	3.30501E-06	2.79508E-06	11110.6	938.05	3.12	326441.4
Los Angeles (SC)	2021	OFF - Military - Generator (Military)	Aggregated	750	Diesel	3.864E-06	4.59848E-06	5.56416E-06	3.13384E-05	5.19497E-05	0.017814581	1.62231E-06	1.49252E-06	1.62231E-06	1.79121E-07	1.47834E-07	587.65	25.55	0.14	13669.25
Los Angeles (SC)	2021	OFF - Military - Hydraulic unit	Aggregated	100	Diesel	4.14516E-05	4.93309E-05	5.96904E-05	0.000624299	0.00054814	0.106183946	2.89943E-05	2.66748E-05	2.89943E-05	1.24559E-06	8.86087E-07	3522.25	1084.05	3.61	102984.8
Los Angeles (SC)	2021	OFF - Military - Lift (Military)	Aggregated	100	Diesel	1.23736E-06	1.47256E-06	1.7818E-06	1.86358E-05	1.63624E-05	0.00316967	8.65502E-07	7.96262E-07	8.65502E-07	3.71819E-08	2.57103E-08	102.2	25.55	0.14	2427.25
Los Angeles (SC)	2021	OFF - Military - Light	Aggregated	50	Diesel	2.99578E-06	3.56523E-06	4.31392E-06	2.80898E-05	2.90479E-05	0.004170618	1.2293E-06	1.13095E-06	1.2293E-06	5.39157E-08	3.21379E-08	127.75	62.05	0.25	3102.5
Los Angeles (SC)	2021	OFF - Military - Other tactical support equipment	Aggregated	50	Diesel	5.99156E-07	7.13045E-07	8.62785E-07	5.61796E-06	5.80957E-06	0.000834124	2.45859E-07	2.26191E-07	2.45859E-07	1.07831E-08		0	0	0	0
Los Angeles (SC)	2021	OFF - Military - Other tactical support equipment	Aggregated	100	Diesel	8.23172E-06	9.79642E-06	1.18537E-05	0.000123977	0.000108853	0.021086646	5.75786E-06	5.29724E-06	5.75786E-06	2.47357E-07	1.76299E-07	700.8	255.5	0.85	20184.5
Los Angeles (SC)	2021	OFF - Military - Other tactical support equipment	Aggregated	175	Diesel	1.15257E-05	1.37165E-05	1.65969E-05	0.000202126	0.000147234	0.039504094	6.4736E-06	5.95572E-06	6.4736E-06	4.44489E-07	3.30561E-07	1314	255.5	0.85	37814
Los Angeles (SC)	2021	OFF - Military - Other tactical support equipment	Aggregated	300	Diesel	4.89036E-06	5.81993E-06	7.04212E-06	3.9117E-05	6.88783E-05	0.021820676	2.03315E-06	1.8705E-06	2.03315E-06	2.4552E-07	1.8089E-07	719.05	87.6	0.32	19096.8
Los Angeles (SC)	2021	OFF - Military - Other tactical support equipment	Aggregated	600	Diesel	1.93015E-06	2.29704E-06	2.77942E-06	1.58473E-05	2.57502E-05	0.009008535	8.11994E-07	7.47034E-07	8.11994E-07	8.84217E-08	7.43763E-08	295.65	25.55	0.14	6898.5
Los Angeles (SC)	2021	OFF - Military - Other tactical support equipment	Aggregated	750	Diesel	2.26515E-06	2.69571E-06	3.26181E-06	1.83712E-05	3.04539E-05	0.010443228	9.51026E-07	8.74944E-07	9.51026E-07	1.05004E-07	8.63132E-08	343.1	0	0	0
Los Angeles (SC)	2021	OFF - Military - Pressure Washers	Aggregated	175	Diesel	2.21947E-06	2.64135E-06	3.19603E-06	3.89229E-05	2.83524E-05	0.007607208	1.24661E-06	1.14688E-06	1.24661E-06	8.55941E-08	6.33575E-08	251.85	58.4	0.16	8876.8
Los Angeles (SC)	2021	OFF - Military - Pump (Military)	Aggregated	50	Diesel	2.71058E-05	3.22582E-05	3.90324E-05	0.000254157	0.000262825	0.037735756	1.11227E-05	1.02329E-05	1.11227E-05	4.87829E-07	3.17706E-07	1262.9	938.05	3.12	36583.95
Los Angeles (SC)	2021	OFF - Military - Pump (Military)	Aggregated	100	Diesel	2.9306E-05	3.48765E-05	4.22006E-05	0.000441374	0.00038753	0.075071127	2.04987E-05	1.88588E-05	2.04987E-05	8.80623E-07	6.28066E-07	2496.6	730	2.43	73000
Los Angeles (SC)	2021	OFF - Military - Start Cart	Aggregated	100	Diesel	6.51243E-07	7.75034E-07	9.37791E-07	9.80832E-06	8.61178E-06	0.001668247	4.55527E-07	4.19085E-07	4.55527E-07	1.95694E-08	1.46916E-08	58.4	0	0	0
Los Angeles (SC)	2021	OFF - Military - Start Cart	Aggregated	600	Diesel	1.01154E-06	1.20382E-06	1.45662E-06	8.30517E-06	1.3495E-05	0.00472114	4.25545E-07	3.91501E-07	4.25545E-07	4.63395E-08	3.76472E-08	149.65	0	0	0
Los Angeles (SC)	2021	OFF - Military - Test Stand	Aggregated	100	Diesel	1.97717E-05	2.353E-05	2.84713E-05	0.000297781	0.000261454	0.050647987	1.38298E-05	1.27234E-05	1.38298E-05	5.94127E-07	4.23302E-07	1682.65	532.9	1.78	49026.8
Los Angeles (SC)	2021	OFF - Military - Test Stand	Aggregated	175	Diesel	1.3823E-06	1.64505E-06	1.99051E-06	2.42415E-05	1.76581E-05	0.004737822	7.76395E-07	7.14284E-07	7.76395E-07	5.33086E-08	3.85655E-08	153.3	25.55	0.14	3628.1
Los Angeles (SC)	2021	OFF - Military - Test Stand	Aggregated	300	Diesel	2.28329E-05	2.7173E-05	3.28794E-05	0.000182636	0.00032159	0.101879869	9.49268E-06	8.73327E-06	9.49268E-06	1.14632E-06	8.47522E-07	3368.95	500.05	1.67	98509.85
Los Angeles (SC)	2021	OFF - Military - Test Stand	Aggregated	600	Diesel	1.4712E-05	1.75085E-05	2.11853E-05	0.000120792	0.000196274	0.06866506	6.1892E-06	5.69406E-06	6.1892E-06	6.7397E-07	5.71136E-07	2270.3	189.8	0.65	65101.4
Los Angeles (SC)	2021	OFF - Military - Welder	Aggregated	50	Diesel	8.80759E-06	1.04818E-05	1.26829E-05	8.25841E-05	8.54007E-05	0.012261617	3.61413E-06	3.325E-06	3.61413E-06	1.58512E-07	1.02841E-07	408.8	335.8	1.13	11753
Los Angeles (SC)	2021	OFF - Military - Welder	Aggregated	100	Diesel	2.34187E-05	2.78702E-05	3.37229E-05	0.000352707	0.00030968	0.059990171	1.63808E-05	1.50703E-05	1.63808E-05	7.03716E-07	5.02269E-07	1996.55	938.05	3.12	58159.1
Los Angeles (SC)	2021	OFF - Oil Drilling - Compressors (Workover)	Aggregated	25	Diesel	2.80324E-06	3.33609E-06	4.03667E-06	1.37865E-05	2.53177E-05	0.003199756	1.11473E-06	1.02555E-06	1.11473E-06	4.05988E-08	2.57103E-08	102.2	160.6	0.16	3854.4
Los Angeles (SC)	2021	OFF - Oil Drilling - Generator (Drilling)	Aggregated	50	Diesel	2.49615E-06	2.97062E-06	3.59445E-06	2.03054E-05	1.61633E-05	0.002074605	8.37904E-07	7.70872E-07	8.37904E-07	2.68195E-08	1.46916E-08	58.4	58.4	0	1927.2
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	25	Diesel	7.04914E-07	8.52946E-07	1.01508E-06	1.31489E-05	9.60292E-06	0.001848787	4.3808E-08	4.03034E-08	4.3808E-08	1.70718E-08	1.50896E-08	59.98186794	82.99293074	0.052065829	2074.823
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	50	Diesel	8.34689E-05	0.000100997	0.000120195	0.000301473	0.000212999	0.017950726	2.80137E-05	2.57726E-05	2.80137E-05	1.63459E-07	1.46511E-07	582.3915438	477.5998455	0.416526629	20146.77
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	75	Diesel	5.88306E-06	7.1185E-06	8.47161E-06	7.78877E-05	7.16635E-05	0.010708429	4.3093E-06	3.96456E-06	4.3093E-06	9.88282E-08	8.74008E-08	347.423186	190.9253934	0.208263314	13365.56
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	100	Diesel	5.48455E-05	6.6363E-05	7.89775E-05	0.000463783	0.000598893	0.060245577	4.48696E-05	4.12801E-05	4.48696E-05	5.55355E-07	4.91716E-07	1954.601408	838.3119058	0.624789943	74683.24
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	175	Diesel	0.000251863	0.000304754	0.000362682	0.002846149	0.002423195	0.432377335	0.00014986	0.000137872	0.00014986	3.98999E-06	3.52901E-06	14028.00647	3723.748059	3.123949714	537343.6
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	300	Diesel	0.000210263	0.000254418	0.000302779	0.001169629	0.00270358	0.505719142	8.22713E-05	7.56896E-05	8.22713E-05	4.66932E-06	4.12761E-06	16407.50062	2812.908454	2.238830629	629381.4
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	600	Diesel	0.000367546	0.00044473	0.000529266	0.00203342	0.005142895	0.945922509	0.000162419	0.000149426	0.000162419	8.7345E-06	7.72049E-06	30689.41405	2830.662902	2.030567314	1178148
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	750	Diesel	8.12069E-05	9.82603E-05	0.000116938	0.000407273	0.000797379	0.191050797	3.32449E-05	3.05853E-05	3.32449E-05	1.76392E-06	1.55933E-06	6198.432704	372.6872009	0.260329143	237594.1
Los Angeles (SC)	2021	Oil Drilling - Drill Rig (Mobile)	Aggregated	9999	Diesel	6.75166E-05	8.16951E-05	9.72239E-05	0.000328662	0.001395193	0.160004824	3.52021E-05	3.23859E-05	3.52021E-05	1.4773E-06	1.30594E-06	5191.180302	259.6002213	0.156197486	199652.3
Los Angeles (SC)	2021	Oil Drilling - Workover Rig (Mobile)	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2021	Oil Drilling - Workover Rig (Mobile)	Aggregated	75	Diesel	5.52392E-07	6.68394E-07	7.95444E-07	5.03799E-06	7.18548E-06	0.000642616	5.30038E-07	4.87635E-07	5.30038E-07	5.92473E-09	5.24495E-09	20.84897308	10.83726027	0.054186301	801.9573
Los Angeles (SC)	2021	Oil Drilling - Workover Rig (Mobile)	Aggregated	175	Diesel	8.22534E-06	9.95266E-06	1.18445E-05	9.97324E-05	8.22011E-05	0.014805731	5.93356E-06	5.45888E-06	5.93356E-06	1.3664E-07	1.20842E-07	480.3556365	108.8602795	0.108372603	18477.8
Los Angeles (SC)	2021	Oil Drilling - Workover Rig (Mobile)	Aggregated	300	Diesel	9.40567E-05	0.000113809	0.000135442	0.000551015	0.000905187	0.211279236	3.30637E-05	3.04186E-05	3.30637E-05	1.95056E-06	1.72443E-06	6854.722132	1197.734005	2.167452055	260441.3
Los Angeles (SC)	2021	Oil Drilling - Workover Rig (Mobile)	Aggregated	600	Diesel	0.004195438	0.00507648	0.006041431	0.026439583	0.043425612	12.84700514	0.001414858	0.001301669	0.001414858	0.000118651	0.000104856	416806.9334	40804.45238	29.20641644	16044533
Los Angeles (SC)	2021	Oil Drilling - Workover Rig (Mobile)	Aggregated	750	Diesel	3.46842E-05	4.19679E-05	4.99452E-05	0.000206939	0.000289897	0.102861225	1.48253E-05	1.36393E-05	1.48253E-05	9.49963E-07	8.39539E-07	3337.21915	188.243211	0.108372603	128360.3
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	50	Diesel	1.67833E-05	2.03078E-05	2.4168E-05	0.000359673	0.000373999	0.057496152	1.21671E-05	1.11937E-05	1.21671E-05	5.31077E-07	4.69276E-07	1865.399321	2576.870591	6.474125624	109586.8
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	75	Diesel	0.000237402	0.000287257	0.00034186	0.004084279	0.003876647	0.620195609	0.000163207	0.00015015	0.000163207	5.72689E-06	5.06195E-06	20121.5635	19756.00787	49.63496312	1314141
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	100	Diesel	0.000488857	0.000591517	0.000703954	0.01331394	0.007719728	1.991878406	0.000540237	0.000497018	0.000540237	1.84012E-05	1.62574E-05	64624.30124	49647.70673	124.7348204	4220620
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	175	Diesel	0.000697171	0.000843576	0.001003926	0.023117009	0.011387255	4.178486175	0.000421606	0.000387877	0.000421606	3.86113E-05	3.41042E-05	135566.3822	64249.97341	161.4215322	8853854
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	300	Diesel	0.000457132	0.00055313	0.000658271	0.004767815	0.006266333	2.506869609	0.000225946	0.000207871	0.000225946	2.31563E-05	2.04544E-05	81307.31739	18725.25963	47.04531287	5310189
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	600	Diesel	0.000696648	0.000842944	0.001003172	0.006562384	0.009439716	3.429631611	0.000358795	0.000330091	0.000358795	3.16877E-05	2.79922E-05	111270.6206	14945.84943	37.54992862	7267095
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	750	Diesel	0.00026226	0.000317335	0.000377655	0.002137416	0.004660652	1.122942152	0.000151685	0.00013955	0.000151685	1.03743E-05	9.1653E-06	36432.62141	3435.827455	8.632167499	2379418
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Compressor	Aggregated	9999	Diesel	1.12946E-05	1.36664E-05	1.62642E-05	0.000140895	0.000227728	0.073034126	5.66964E-06	5.21607E-06	5.66964E-06	6.74898E-07	5.96095E-07	2369.511791	171.7913728	0.431608375	154753.1
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	50	Diesel	0.000104586	0.000126548	0.000150603	0.001328003	0.001007055	0.135125875	4.45204E-05	4.09588E-05	4.45204E-05	1.24617E-06	1.10288E-06	4384.010211	5158.264439	3.884475374	257547.8
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	75	Diesel	0.002637938	0.003191905	0.003798631	0.038160293	0.029800632	5.170424496	0.001161835	0.001068888	0.001161835	4.7724E-05	4.22003E-05	167748.7286	163918.1811	123.4399952	10955686
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	100	Diesel	0.003294852	0.003986771	0.004744587	0.060754348	0.039178249	8.241966605	0.003082617	0.002836008	0.003082617	7.61022E-05	6.72698E-05	267401.5296	178819.8339	134.661813	17464021
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	175	Diesel	0.006451166	0.007805911	0.009289679	0.113001022	0.068624311	17.86883293	0.003488729	0.003209631	0.003488729	0.000165013	0.000145843	579734.6053	267083.4698	201.1295027	37862525
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	300	Diesel	0.007370981	0.008918887	0.010614213	0.044610896	0.065656677	19.54357561	0.002804759	0.002580378	0.002804759	0.000180469	0.000159512	634069.7872	165064.462	124.303212	41411162
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	600	Diesel	0.012856699	0.015556605	0.018513646	0.082203491	0.115869033	40.19495766	0.00483486	0.004448072	0.00483486	0.000371237	0.000328066	1304081.134	209769.4205	157.9686652	85169670
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	750	Diesel	0.004005044	0.004846104	0.005767264	0.021411279	0.038215351	10.04703946	0.001755212	0.001614795	0.001755212	9.27697E-05	8.20026E-05	325965.1303	30376.44614	22.87524387	21288815
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Generator	Aggregated	9999	Diesel	0.02601204	0.031474568	0.037457337	0.142293947	0.41321092	65.69037213	0.012931332	0.011896825	0.012931332	0.00060656	0.000536156	2131251.779	108896.6937	82.00559124	1.39E+08
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	50	Diesel	2.3842E-05	2.88488E-05	3.43324E-05	0.000305368	0.000323741	0.049126325	1.27385E-05	1.17194E-05	1.27385E-05	4.53482E-07	4.00962E-07	1593.849501	2007.284522	6.474125624	93634
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	75	Diesel	0.000328862	0.000397923	0.000473561	0.008202575	0.006986977	1.324894495	0.000196546	0.000180823	0.000196546	1.22394E-05	1.08136E-05	42984.74278	38807.50075	125.1664287	2807338
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	100	Diesel	0.000693578	0.000839229	0.000998752	0.018914215	0.013904238	2.981806439	0.000863017	0.000793976	0.000863017	2.75475E-05	2.43371E-05	96741.42604	69585.86341	224.436355	6318192
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	175	Diesel	0.001916936	0.002319493	0.002760388	0.053145639	0.035067632	9.644514834	0.001363713	0.001254616	0.001363713	8.91108E-05	7.87172E-05	312905.6623	145193.5804	468.2950868	20435900
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	300	Diesel	0.000684255	0.000827949	0.000985327	0.006400072	0.010060555	3.236690526	0.000361073	0.000332187	0.000361073	2.99043E-05	2.64174E-05	105010.8595	28503.44021	91.93258386	6858270
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	600	Diesel	0.000940409	0.001137894	0.001354188	0.008034902	0.016042797	4.256623785	0.000506454	0.000465938	0.000506454	3.93264E-05	3.4742E-05	138101.4709	20072.84522	64.74125624	9019421
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	750	Diesel	0.000391618	0.000473858	0.00056393	0.003498207	0.006912397	1.864629575	0.000246358	0.000226649	0.000246358	1.72277E-05	1.52189E-05	60495.85304	5620.39666	18.12755175	3950990
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	9999	Diesel	0.00881952	0.010671619	0.012700109	0.072935827	0.152457139	16.45169944	0.00482965	0.004443278	0.00482965	0.00015184	0.000134277	533757.2701	14184.81062	45.75048774	34859741
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	50	Diesel	3.66688E-06	4.43692E-06	5.28031E-06	6.26047E-05	5.81244E-05	0.009949449	2.10147E-06	1.93336E-06	2.10147E-06	9.18776E-08	8.12061E-08	322.7989088	402.3151364	1.294825125	18963.49
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	75	Diesel	0.00021587	0.000261202	0.000310853	0.004718233	0.004194966	0.749382079	0.0001515	0.00013938	0.0001515	6.92193E-06	6.11636E-06	24312.87624	22127.3325	71.21538186	1587876
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	100	Diesel	0.000362674	0.000438836	0.000522251	0.009104784	0.007037609	1.436845999	0.000415865	0.000382595	0.000415865	1.32735E-05	1.17273E-05	46616.88603	32587.52605	104.8808351	3044554
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	175	Diesel	0.000506607	0.000612994	0.000729514	0.013838555	0.009345015	2.508679814	0.00037142	0.000341706	0.00037142	2.31788E-05	2.04755E-05	81391.35375	37683.51778	121.2819534	5315677
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	300	Diesel	0.000327997	0.000396877	0.000472316	0.003508416	0.004976255	1.850318754	0.000167718	0.000154301	0.000167718	1.70973E-05	1.51021E-05	60031.55421	16092.60546	51.79300499	3920667
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	600	Diesel	0.000618198	0.00074802	0.000890205	0.006431743	0.01044473	3.499900695	0.000391829	0.000360483	0.000391829	3.23398E-05	2.85657E-05	113550.4236	17970.07609	57.83552224	7415990
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	750	Diesel	0.000309699	0.000374735	0.000445966	0.00325549	0.006087181	1.774810422	0.000251726	0.000231588	0.000251726	1.63997E-05	1.44858E-05	57581.76953	5364.201819	17.264335	3760671
Los Angeles (SC)	2021	Portable Equipment - Non-Rental Pump	Aggregated	9999	Diesel	0.000354688	0.000429172	0.000510751	0.00191801	0.008058725	1.012501105	0.000212008	0.000195047	0.000212008	9.35043E-06	8.2639E-06	32849.48327	1609.260546	5.179300499	2145403
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	50	Diesel	1.40036E-05	1.69443E-05	2.01651E-05	0.000322872	0.000254111	0.054557887	3.81891E-06	3.5134E-06	3.81891E-06	5.03995E-07	4.45294E-07	1770.070549	2026.008787	3.884475374	103986.5
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	75	Diesel	5.93177E-05	7.17745E-05	8.54176E-05	0.001050524	0.000885313	0.158131696	2.84862E-05	2.62073E-05	2.84862E-05	1.46023E-06	1.29065E-06	5130.40873	5177.578011	9.926992624	335067.5
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	100	Diesel	3.54073E-05	4.28428E-05	5.09865E-05	0.000994554	0.000562806	0.147003498	4.06551E-05	3.74027E-05	4.06551E-05	1.35806E-06	1.19982E-06	4769.366596	3601.793399	6.905733999	311487.8
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	175	Diesel	0.00055961	0.000677128	0.000805839	0.018924033	0.009374039	3.438613238	0.000282582	0.000259975	0.000282582	3.17749E-05	2.80655E-05	111562.0195	51550.66802	98.83831786	7286127
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	300	Diesel	0.000326512	0.000395079	0.000470177	0.004200263	0.002684427	2.196928885	0.000105571	9.71256E-05	0.000105571	2.03019E-05	1.7931E-05	71276.93818	15982.95821	30.64419462	4655104
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	600	Diesel	0.005204808	0.006297818	0.007494924	0.05891442	0.057386964	30.92426121	0.002328361	0.002142093	0.002328361	0.000285754	0.0002524	1003303.598	116608.0613	223.5731382	65525859
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	750	Diesel	0.000548768	0.000664009	0.000790226	0.006191321	0.004809077	3.171536481	0.000252793	0.000232569	0.000252793	2.9306E-05	2.58857E-05	102897.0083	10355.15602	19.85398525	6720214
Los Angeles (SC)	2021	Portable Equipment - Rental Compressor	Aggregated	9999	Diesel	0.000452227	0.000547195	0.000651207	0.004405957	0.01072786	2.330355981	0.000247012	0.000227251	0.000247012	2.15317E-05	1.90201E-05	75605.83337	4502.241749	8.632167499	4937825
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	50	Diesel	1.19997E-05	1.45196E-05	1.72796E-05	0.000173329	0.000138576	0.016867754	7.21832E-06	6.64085E-06	7.21832E-06	1.55591E-07	1.37672E-07	547.2557011	613.8568671	0.431608375	32149.67
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	75	Diesel	0.002795434	0.003382476	0.004025426	0.041639081	0.033818457	5.748332937	0.00124853	0.001148648	0.00124853	5.30623E-05	4.69171E-05	186498.3315	179246.2052	126.0296455	12180225
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	100	Diesel	0.005244604	0.006345971	0.00755223	0.098454282	0.065786624	13.46122837	0.004745445	0.004365809	0.004745445	0.000124298	0.000109869	436734.7297	291582.0119	205.0139781	28523189
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	175	Diesel	0.007691913	0.009307215	0.011076355	0.162429439	0.081038435	26.02787376	0.003367782	0.00309836	0.003367782	0.00024041	0.000212436	844445.6996	366472.5496	257.6701998	55150834
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	300	Diesel	0.018065613	0.021859392	0.026014483	0.116469368	0.158667028	53.17519007	0.006438027	0.005922985	0.006438027	0.000491089	0.000434009	1725210.48	435224.5188	306.0103378	1.13E+08
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	600	Diesel	0.023961097	0.028992927	0.03450398	0.167903753	0.194562013	82.00455302	0.008529482	0.007847124	0.008529482	0.000757454	0.00066931	2660547.411	405145.5323	284.8615275	1.74E+08
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	750	Diesel	0.005446829	0.006590664	0.007843434	0.025247461	0.066631277	11.8814458	0.002513293	0.00231223	0.002513293	0.000109686	9.69748E-05	385480.4239	36217.55516	25.46489412	25175765
Los Angeles (SC)	2021	Portable Equipment - Rental Generator	Aggregated	9999	Diesel	0.04848504	0.058666899	0.069818458	0.30689788	0.819335083	150.7390538	0.023819568	0.021914002	0.023819568	0.001392203	0.001230312	4890562.591	245542.7468	172.64335	3.19E+08
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	50	Diesel	3.44222E-05	4.16508E-05	4.95679E-05	0.000566992	0.000451186	0.068565536	1.66899E-05	1.53547E-05	1.66899E-05	6.3289E-07	5.59623E-07	2224.533292	3185.437776	2.58965025	130684.8
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	75	Diesel	0.00106859	0.001292994	0.00153877	0.021151714	0.016133431	3.178512444	0.00029578	0.000272118	0.00029578	2.93549E-05	2.59426E-05	103123.3357	89723.16403	72.94181536	6734995
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	100	Diesel	0.000476733	0.000576846	0.000686495	0.012628845	0.005439018	1.686755799	0.000448937	0.000413022	0.000448937	1.55806E-05	1.37671E-05	54724.93425	38756.15961	31.50741137	3574091
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	175	Diesel	0.002191698	0.002651954	0.003156045	0.055163035	0.02331619	9.245531861	0.000888492	0.000817413	0.000888492	8.54138E-05	7.54608E-05	299961.0991	141221.0747	114.8078277	19590490
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	300	Diesel	0.00224699	0.002718858	0.003235666	0.013848996	0.019983589	6.144966589	0.000789239	0.0007261	0.000789239	5.67459E-05	5.01544E-05	199366.6735	52028.81701	42.29762074	13020657
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	600	Diesel	0.001524302	0.001844405	0.002194994	0.009893587	0.013626994	4.818289981	0.000557398	0.000512806	0.000557398	4.45018E-05	3.93262E-05	156324.112	24421.68962	19.85398525	10209543
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	750	Diesel	0.00087802	0.001062405	0.001264349	0.006930462	0.008038644	3.45933222	0.000425848	0.00039178	0.000425848	3.19569E-05	2.82346E-05	112234.2241	10618.12592	8.632167499	7330028
Los Angeles (SC)	2021	Portable Equipment - Rental Other Portable Equipment	Aggregated	9999	Diesel	0.001106398	0.001338741	0.001593213	0.006631304	0.017761585	3.225490705	0.000518633	0.000477142	0.000518633	2.97881E-05	2.6326E-05	104647.4937	5309.062961	4.316083749	6834538
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	50	Diesel	1.24794E-05	1.51001E-05	1.79704E-05	0.000122918	0.000103522	0.011380776	7.39964E-06	6.80767E-06	7.39964E-06	1.04847E-07	9.28884E-08	369.2367382	414.1729485	0.431608375	21691.58
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	75	Diesel	0.000450113	0.000544636	0.000648162	0.009575279	0.00798095	1.472097775	0.000314864	0.000289675	0.000314864	1.35968E-05	1.20151E-05	47760.59109	41417.29485	43.16083749	3119249
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	100	Diesel	0.000865237	0.001046937	0.001245941	0.016433192	0.01154557	2.25933226	0.000824138	0.000758207	0.000824138	2.08627E-05	1.84404E-05	73301.54696	54670.8292	56.97230549	4787331
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	175	Diesel	0.001164032	0.001408479	0.001676206	0.023916389	0.012791545	3.823768852	0.000586891	0.000539939	0.000586891	3.53177E-05	3.12091E-05	124057.9693	53842.4833	56.10908874	8102238
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	300	Diesel	0.001405066	0.001700129	0.002023294	0.012032243	0.011690935	5.771892681	0.000454233	0.000417894	0.000454233	5.33219E-05	4.71094E-05	187262.7014	43902.33254	45.75048774	12230146
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	600	Diesel	0.001670396	0.002021179	0.002405371	0.01586882	0.015120834	8.187238641	0.00066109	0.000608203	0.00066109	7.5645E-05	6.68231E-05	265625.9411	43902.33254	45.75048774	17348057
Los Angeles (SC)	2021	Portable Equipment - Rental Pump	Aggregated	750	Diesel	0.000332014	0.000401737	0.0004781	0.001722231	0.003858798	0.831663583	0.000164458	0.000151302	0.000164458	7.67918E-06	6.78793E-06	26982.40904	2485.037691	2.58965025	1762224
Los Angeles (SC)	2021	TRU - Instate Genset TRU	Aggregated	50	Diesel	0.006217974	0.007523749	0.008953883	0.121559473	0.091865409	2.54297667	0.00040281	0.000370585	0.00040281	2.34822E-05	2.08946E-05	1614.189472	972435.3952	1245.56123	30631715
Los Angeles (SC)	2021	TRU - Instate Trailer TRU	Aggregated	50	Diesel	0.122233941	0.147903068	0.176016875	1.853202821	1.263202567	29.8813712	0.022086498	0.020319578	0.022086498	0.000274454	0.000245524	18967.612	7594630.513	5732.302901	2.58E+08
Los Angeles (SC)	2021	TRU - Instate Truck TRU	Aggregated	25	Diesel	0.017316998	0.020953568	0.024936478	0.169223524	0.203354032	4.059550848	0.008340491	0.007673251	0.008340491	3.72648E-05	3.33557E-05	2576.855823	2043683.892	1501.604623	28815943
Los Angeles (SC)	2021	TRU - Instate Van TRU	Aggregated	25	Diesel	0.000400901	0.00048509	0.000577297	0.003917643	0.004707788	0.093981444	0.000193088	0.000177641	0.000193088	8.62706E-07	7.72209E-07	59.65601619	74123.24996	54.46234384	667109.2
Los Angeles (SC)	2021	TRU - Out-of-State Genset TRU	Aggregated	50	Diesel	0.003889344	0.004706106	0.005600656	0.076322213	0.057830075	1.602398827	0.0002528	0.000232576	0.0002528	1.47977E-05	1.31663E-05	1017.144729	612758.0151	4955.827915	19301877
Los Angeles (SC)	2021	TRU - Out-of-State Trailer TRU	Aggregated	50	Diesel	0.064600762	0.078166922	0.093025098	1.070481339	0.731293755	18.54618322	0.006364132	0.005855002	0.006364132	0.000170681	0.000152387	11772.44528	4713686.263	22464.98059	1.6E+08
Los Angeles (SC)	2021	TRU - Railcar TRU	Aggregated	50	Diesel	0.006687011	0.008091283	0.009629296	0.110808609	0.075698324	1.91976888	0.00065877	0.000606068	0.00065877	1.76677E-05	1.5774E-05	1218.599742	487927.2511	1513.281181	16589527

OFFROAD 2022

	Equipment Type	Horsepower	Gas				Diesel				Natural Gas			
		HP	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr	Fuel (Gal/Yr)	Population	Hrs/Yr	Gal/Hr
Air Compressors25	Air Compressors	25	425546.2	2891.18	1397595.95	0.304484426	20294	45.5	37040.2	0.54789121	0	0	0	0
Air Compressors50	Air Compressors	50	129761.15	119.78	57896.3	2.24126844	228632.35	274.81	223693.9	1.02207682	0	0	0	0
Air Compressors75	Air Compressors	75	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors100	Air Compressors	100	707183.85	388.45	187770.6	3.766211803	0	0	0	0	0	0	0	0
Air Compressors175	Air Compressors	175	86563.4	26.12	12629	6.85433526	0	0	0	0	0	0	0	0
Air Compressors300	Air Compressors	300	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors600	Air Compressors	600	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors750	Air Compressors	750	0	0	0	0	0	0	0	0	0	0	0	0
Air Compressors9999	Air Compressors	9999	0	0	0	0	0	0	0	0	0	0	0	0
Bore/Drill rigs25	Bore/Drill rigs	25	7099.25	43.41	5380.1	1.31953867	6832.8	12.68	10300.3	0.66335932	0	0	0	0
Bore/Drill rigs50	Bore/Drill rigs	50	1361.45	4.91	529.25	2.572413793	7223.272208	17.74363412	6315.673619	1.143705746	0	0	0	0
Bore/Drill rigs75	Bore/Drill rigs	75	0	0	0	0	11259.9836	13.63458201	6175.496005	1.823332666	0	0	0	0
Bore/Drill rigs100	Bore/Drill rigs	100	15457.75	22.49	2401.7	6.436170213	33992.15644	40.53019582	15471.81083	2.197038007	0	0	0	0
Bore/Drill rigs175	Bore/Drill rigs	175	5383.75	5.57	594.95	9.049079755	52719.1283	42.77149698	13539.40801	3.89375431	0	0	0	0
Bore/Drill rigs300	Bore/Drill rigs	300	0	0	0	0	75652.99323	43.51859736	14079.84926	5.373139432	0	0	0	0
Bore/Drill rigs600	Bore/Drill rigs	600	0	0	0	0	127419.845	36.04759352	12172.40957	10.46792291	0	0	0	0
Bore/Drill rigs750	Bore/Drill rigs	750	0	0	0	0	68967.7292	7.284228743	4109.103011	16.78413245	0	0	0	0
Bore/Drill rigs9999	Bore/Drill rigs	9999	0	0	0	0	39472.5925	1.120650576	817.3827113	48.29144532	0	0	0	0
Cement and Mortar Mixers25	Cement and Mortar Mixers	25	234194.95	6545.81	602731.8	0.388555822	17534.6	176.7	53041.8	0.330580787	0	0	0	0
Cement and Mortar Mixers50	Cement and Mortar Mixers	50	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers75	Cement and Mortar Mixers	75	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers100	Cement and Mortar Mixers	100	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers175	Cement and Mortar Mixers	175	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers300	Cement and Mortar Mixers	300	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers600	Cement and Mortar Mixers	600	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers750	Cement and Mortar Mixers	750	0	0	0	0	0	0	0	0	0	0	0	0
Cement and Mortar Mixers9999	Cement and Mortar Mixers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws25	Concrete/Industrial Saws	25	209710.75	921.34	261821.8	0.80096749	558.45	1.26	755.55	0.739130435	0	0	0	0
Concrete/Industrial Saws50	Concrete/Industrial Saws	50	30966.6	18.29	11165.35	2.773455378	8913.3	11.1	6449.55	1.382003396	0	0	0	0
Concrete/Industrial Saws75	Concrete/Industrial Saws	75	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws100	Concrete/Industrial Saws	100	30167.25	10.48	6398.45	4.714774672	0	0	0	0	0	0	0	0
Concrete/Industrial Saws175	Concrete/Industrial Saws	175	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws300	Concrete/Industrial Saws	300	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws600	Concrete/Industrial Saws	600	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws750	Concrete/Industrial Saws	750	0	0	0	0	0	0	0	0	0	0	0	0
Concrete/Industrial Saws9999	Concrete/Industrial Saws	9999	0	0	0	0	0	0	0	0	0	0	0	0
Cranes25	Cranes	25	0	0	0	0	139.5500519	0.703722276	337.097097	0.413975834	0	0	0	0
Cranes50	Cranes	50	4485.85	5.57	2303.15	1.94770206	2260.93939	7.506370945	3279.327721	0.689452102	0	0	0	0
Cranes75	Cranes	75	0	0	0	0	912.0081716	2.34574092	874.6303057	1.042735617	0	0	0	0
Cranes100	Cranes	100	15351.9	11.14	4628.2	3.3170347	51092.59028	88.19985861	39145.3334	1.305202584	0	0	0	0
Cranes175	Cranes	175	1000.1	0.45	189.8	5.269230769	156451.227	156.9300676	71689.13731	2.182356112	0	0	0	0
Cranes300	Cranes	300	0	0	0	0	269770.6591	174.2885504	82158.17267	3.283552327	0	0	0	0
Cranes600	Cranes	600	0	0	0	0	470359.9588	173.5848281	86061.3176	5.465405039	0	0	0	0
Cranes750	Cranes	750	0	0	0	0	9439.022408	2.34574092	1001.912596	9.421003835	0	0	0	0
Cranes9999	Cranes	9999	0	0	0	0	25984.121	3.753185473	1860.465139	13.96646487	0	0	0	0
Crawler Tractors25	Crawler Tractors	25	0	0	0	0	0	0	0	0	0	0	0	0
Crawler Tractors50	Crawler Tractors	50	0	0	0	0	7322.68925	20.81908657	7104.759396	1.030673784	0	0	0	0
Crawler Tractors75	Crawler Tractors	75	0	0	0	0	788.120844	2.498290388	507.0411405	1.554352854	0	0	0	0
Crawler Tractors100	Crawler Tractors	100	0	0	0	0	322614.1304	355.1736168	166072.3834	1.942611552	0	0	0	0
Crawler Tractors175	Crawler Tractors	175	0	0	0	0	352855.5615	235.0474873	106568.0614	3.311081734	0	0	0	0
Crawler Tractors300	Crawler Tractors	300	0	0	0	0	370164.2176	182.1670075	81293.53505	4.553427494	0	0	0	0
Crawler Tractors600	Crawler Tractors	600	0	0	0	0	1294398.697	318.7402153	151368.1903	8.551325705	0	0	0	0
Crawler Tractors750	Crawler Tractors	750	0	0	0	0	13294.01599	2.290099522	967.4687428	13.74102893	0	0	0	0
Crawler Tractors9999	Crawler Tractors	9999	0	0	0	0	74650.66314	6.24572597	3457.9635	21.58804254	0	0	0	0
Crushing/Proc. Equipment25	Crushing/Proc. Equipment	25	3135.35	10.92	3149.95	0.995365006	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment50	Crushing/Proc. Equipment	50	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment75	Crushing/Proc. Equipment	75	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment100	Crushing/Proc. Equipment	100	11906.3	6.44	1554.9	7.657276995	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment175	Crushing/Proc. Equipment	175	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment300	Crushing/Proc. Equipment	300	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment600	Crushing/Proc. Equipment	600	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment750	Crushing/Proc. Equipment	750	0	0	0	0	0	0	0	0	0	0	0	0
Crushing/Proc. Equipment9999	Crushing/Proc. Equipment	9999	0	0	0	0	0	0	0	0	0	0	0	0
Dumpers/Tenders25	Dumpers/Tenders	25	22385.45	436.26	65046.65	0.344144549	1744.7	7.62	5037	0.346376812	0	0	0	0
Dumpers/Tenders100	Dumpers/Tenders	100	1281.15	4.02	511	2.507142857	0	0	0	0	0	0	0	0
Excavators25	Excavators	25	0	0	0	0	12357.30299	12.36582151	16566.57362	0.745917851	0	0	0	0
Excavators50	Excavators	50	0	0	0	0	292797.4646	509.0014941	372468.2039	0.786100562	0	0	0	0
Excavators75	Excavators	75	0	0	0	0	68.99993976	0.20860717	66.0090264	1.045310672	0	0	0	0
Excavators100	Excavators	100	0	0	0	0	380018.9542	366.7314043	237525.2602	1.599909643	0	0	0	0
Excavators175	Excavators	175	0	0	0	0	802090.9179	469.9919533	278005.7126	2.885159842	0	0	0	0
Excavators300	Excavators	300	0	0	0	0	1024027.992	406.5753737	236932.3704	4.322026536	0	0	0	0
Excavators600	Excavators	600	0	0	0	0	1821199.805	424.098376	272666.6071	6.679218349	0	0	0	0
Excavators750	Excavators	750	0	0	0	0	14503.33389	2.294678867	1125.966245	12.88078924	0	0	0	0
Excavators9999	Excavators	9999	0	0	0	0	50563.86261	3.129107545	2123.965532	23.80634801	0	0	0	0
Forklifts25	Forklifts	25	4310.65	6.94	6252.45	0.689433742	86.20029709	0.483312357	149.0685375	0.578259494	4869.1	3.98	4967.65	0.980161646
Forklifts50	Forklifts	50	3486976.4	1208.73	2174509.4	1.603569246	198567.5427	556.9788403	395097.3182	0.502578817	6468471.6	2689.41	4845123.15	1.335047923
Forklifts75	Forklifts	75	0	0	0	0	17534.02907	48.39462601	23067.4757	0.760119109	0	0	0	0
Forklifts100	Forklifts	100	16104325.6	4265.67	7640873.5	2.107655048	2926261.836	4639.234727	2980270.518	0.981877926	40482310.6	9438.97	17004860.9	2.380631682
Forklifts175	Forklifts	175	1126594.4	155.89	279235.95	4.034560736	867307.5244	859.1842592	547900.9423	1.582964104	3038296.5	345.41	622284.85	4.882485087
Forklifts300	Forklifts	300	0	0	0	0	168204.4643	105.79333	74521.76038	2.257118772	0	0	0	0
Forklifts600	Forklifts	600	0	0	0	0	43590.34931	16.78925315	11226.07402	3.882955807	0	0	0	0
Forklifts750	Forklifts	750	0	0	0	0	677.4028394	0.241656178	52.17398811	12.98353574	0	0	0	0
Forklifts9999	Forklifts	9999	0	0	0	0	3149.397788	0.436941286	344.4026628	9.144522179	0	0	0	0
Generator Sets25	Generator Sets	25	6184899.45	75938.47	8725135.2	0.708860013	530735.55	2585.49	872813.55	0.608074371	0	0	0	0
Generator Sets50	Generator Sets	50	1008286.95	3941.99	452764.25	2.226957959	629690.7	1333.85	450289.55	1.398412866	0	0	0	0
Generator Sets75	Generator Sets	75	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets100	Generator Sets	100	454943.3	761.3	87446.7	5.202521079	0	0	0	0	40730.35	56.63	6515.25	6.251540616
Generator Sets175	Generator Sets	175	74288.45	71.93	8267.25	8.985871965	0	0	0	0	58878.15	46.98	5391.05	10.92146242
Generator Sets300	Generator Sets	300	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets600	Generator Sets	600	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets750	Generator Sets	750	0	0	0	0	0	0	0	0	0	0	0	0
Generator Sets9999	Generator Sets	9999	0	0	0	0	0	0	0	0	0	0	0	0
Graders25	Graders	25	0	0	0	0	56.29162018	0.419259876	95.7872322	0.587673523	0	0	0	0
Graders50	Graders	50	0	0	0	0	1880.479361	6.079268199	2142.520916	0.877694751	0	0	0	0
Graders75	Graders	75	0	0	0	0	811.1768655	1.677039503	533.7743515	1.519699969	0	0	0	0
Graders100	Graders	100	0	0	0	0	43083.52342	61.63120175	23068.91807	1.867600522	0	0	0	0
Graders175	Graders	175	0	0	0	0	489889.8789	329.5382624	155476.0881	3.150901756	0	0	0	0
Graders300	Graders	300	0	0	0	0	1033169.492	297.255252	225712.7945	4.577363434	0	0	0	0
Graders600	Graders	600	0	0	0	0	44405.5389	7.756307703	5944.076694	7.470552818	0	0	0	0
Graders750	Graders	750	0	0	0	0	0	0	0	0	0	0	0	0
Graders9999	Graders	9999	0	0	0	0	35066.52632	1.257779627	916.6838122	38.25367684	0	0	0	0
Pavers25	Pavers	25	19126	42.51	16844.75	1.135427952	3317.85	4.75	3912.8	0.847947761	0	0	0	0
Pavers50	Pavers	50	14464.95	15.85	6212.3	2.328437133	8031.548898	24.42914185	8668.167471	0.926556729	0	0	0	0
Pavers75	Pavers	75	0	0	0	0	12268.53505	23.61483712	7984.230128	1.536595872	0	0	0	0
Pavers100	Pavers	100	12997.65	8.68	3416.4	3.804487179	65216.53329	94.45934847	37551.43914	1.73672527	0	0	0	0
Pavers175	Pavers	175	0	0	0	0	106034.6808	80.81974427	31195.54266	3.399033058	0	0	0	0
Pavers300	Pavers	300	0	0	0	0	82805.88655	38.88305077	17492.61032	4.733763859	0	0	0	0
Pavers600	Pavers	600	0	0	0	0	15059.38712	4.275099823	1860.421199	8.094611657	0	0	0	0
Pavers750	Pavers	750	0	0	0	0	3106.322473	0.407152364	192.7861467	16.11278884	0	0	0	0
Pavers9999	Pavers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Paving Equipment25	Paving Equipment	25	405606.25	4653.79	880358.1	0.460728708	3927.4	8.24	6840.1	0.574172892	0	0	0	0
Paving Equipment50	Paving Equipment	50	16914.1	43.24	7570.1	2.234329797	9999.692597	30.08082237	14172.41813	0.705574201	0	0	0	0
Paving Equipment75	Paving Equipment	75	0	0	0	0	1547.978119	3.048731997	1221.491977	1.26728472	0	0	0	0
Paving Equipment100	Paving Equipment	100	6978.8	11.15	1945.45	3.587242026	41578.81811	55.08042475	25401.2751	1.63687917	0	0	0	0
Paving Equipment175	Paving Equipment	175	0	0	0	0	45072.23222	36.78803277	16932.09379	2.661940855	0	0	0	0
Paving Equipment300	Paving Equipment	300	0	0	0	0	30249.93797	15.24365999	7133.921782	4.240295716	0	0	0	0
Paving Equipment600	Paving Equipment	600	0	0	0	0	32397.66168	9.552693591	4444.828439	7.288844132	0	0	0	0
Paving Equipment750	Paving Equipment	750	0	0	0	0	6466.590168	1.016243999	549.7990881	11.76173316	0	0	0	0
Paving Equipment9999	Paving Equipment	9999	0	0	0	0	2934.636621	0.4064976	189.4577939	15.489659	0	0	0	0
Rollers25	Rollers	25	94553.25	503.55	125395.75	0.754038713	72390.45	272.14	189314.55	0.382381861	0	0	0	0
Rollers50	Rollers	50	18790.2	11.14	6927.7	2.712328767	164688.3147	617.3209126	213769.2814	0.770402153	0	0	0	0
Rollers75	Rollers	75	0	0	0	0	1827.242138	5.86329225	1349.139761	1.354375722	0	0	0	0
Rollers100	Rollers	100	58973.05	20.97	13030.5	4.525770308	255880.2178	455.2427626	151062.27	1.693872452	0	0	0	0
Rollers175	Rollers	175	0	0	0	0	266342.9136	266.3609908	95537.27497	2.787842899	0	0	0	0
Rollers300	Rollers	300	0	0	0	0	44111.51497	34.13273703	10510.37284	4.19695054	0	0	0	0
Rollers600	Rollers	600	0	0	0	0	25854.2926	12.35479438	3794.335973	6.813917582	0	0	0	0
Rollers750	Rollers	750	0	0	0	0	0	0	0	0	0	0	0	0
Rollers9999	Rollers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Rough Terrain Forklifts25	Rough Terrain Forklifts	25	0	0	0	0	86.20029709	0.483312357	149.0685375	0.578259494	0	0	0	0
Rough Terrain Forklifts50	Rough Terrain Forklifts	50	3044.1	2.23	927.1	3.283464567	8302.767049	27.54880435	7522.99219	1.103652222	0	0	0	0
Rough Terrain Forklifts75	Rough Terrain Forklifts	75	0	0	0	0	228.8860252	0.724968535	165.9077611	1.379598059	0	0	0	0
Rough Terrain Forklifts100	Rough Terrain Forklifts	100	66758.5	31.68	13096.2	5.09754738	655944.8031	1158.983032	327439.5325	2.003254763	0	0	0	0
Rough Terrain Forklifts175	Rough Terrain Forklifts	175	3763.15	1.13	459.9	8.182539683	144272.8707	202.0245652	55355.22112	2.606310079	0	0	0	0
Rough Terrain Forklifts300	Rough Terrain Forklifts	300	0	0	0	0	10588.81417	9.666247139	2421.811628	4.372269935	0	0	0	0
Rough Terrain Forklifts600	Rough Terrain Forklifts	600	0	0	0	0	3936.757727	1.933249428	494.6867021	7.958082784	0	0	0	0
Rough Terrain Forklifts750	Rough Terrain Forklifts	750	0	0	0	0	677.4028394	0.241656178	52.17398811	12.98353574	0	0	0	0
Rough Terrain Forklifts9999	Rough Terrain Forklifts	9999	0	0	0	0	0	0	0	0	0	0	0	0
Rubber Tired Dozers25	Rubber Tired Dozers	25	0	0	0	0	0	0	0	0	0	0	0	0
Rubber Tired Dozers50	Rubber Tired Dozers	50	0	0	0	0	7315.859953	8.16832542	7759.963377	0.942769907	0	0	0	0
Rubber Tired Dozers75	Rubber Tired Dozers	75	0	0	0	0	7354.833538	6.972960725	5225.805176	1.407406762	0	0	0	0
Rubber Tired Dozers100	Rubber Tired Dozers	100	0	0	0	0	23334.42838	15.53974104	13407.9386	1.740344215	0	0	0	0
Rubber Tired Dozers175	Rubber Tired Dozers	175	0	0	0	0	32858.02555	14.34437635	11272.28161	2.914940088	0	0	0	0
Rubber Tired Dozers300	Rubber Tired Dozers	300	0	0	0	0	35526.72911	11.15673716	7828.466442	4.538146696	0	0	0	0
Rubber Tired Dozers600	Rubber Tired Dozers	600	0	0	0	0	369656.1513	66.94042296	48639.45136	7.599924362	0	0	0	0
Rubber Tired Dozers750	Rubber Tired Dozers	750	0	0	0	0	10568.69103	0.796909797	794.7265775	13.29852471	0	0	0	0
Rubber Tired Dozers9999	Rubber Tired Dozers	9999	0	0	0	0	0	0	0	0	0	0	0	0
Scrapers25	Scrapers	25	0	0	0	0	58.56335263	0.205317872	84.43520914	0.693589241	0	0	0	0
Scrapers50	Scrapers	50	0	0	0	0	466.1193715	1.231907234	441.1739677	1.056543236	0	0	0	0
Scrapers75	Scrapers	75	0	0	0	0	4113.375203	5.543582555	2429.388601	1.693173008	0	0	0	0
Scrapers100	Scrapers	100	0	0	0	0	18538.72607	13.55097958	8195.609758	2.262031333	0	0	0	0
Scrapers175	Scrapers	175	0	0	0	0	250103.4026	133.6619349	59699.21099	4.189392095	0	0	0	0
Scrapers300	Scrapers	300	0	0	0	0	294776.7383	130.5821669	53032.34761	5.55843276	0	0	0	0
Scrapers600	Scrapers	600	0	0	0	0	3652877.582	720.6657322	346083.9734	10.55488801	0	0	0	0
Scrapers750	Scrapers	750	0	0	0	0	56125.42179	9.855257876	3598.816247	15.59552306	0	0	0	0
Scrapers9999	Scrapers	9999	0	0	0	0	84412.75304	5.338264683	2118.854665	39.83885938	0	0	0	0
Skid Steer Loaders25	Skid Steer Loaders	25	309676.95	879.3	280736.1	1.103089165	319104.9	609.03	508357.4	0.627717625	0	0	0	0
Skid Steer Loaders50	Skid Steer Loaders	50	90268.15	152.11	47194.5	1.912683681	124648.2657	427.5717884	134624.1737	0.925898093	0	0	0	0
Skid Steer Loaders75	Skid Steer Loaders	75	0	0	0	0	652894.6906	1359.2416	485436.1672	1.344965074	0	0	0	0
Skid Steer Loaders100	Skid Steer Loaders	100	120552.2	90.99	28236.4	4.269389866	9512.441212	20.5624509	6662.956663	1.427660676	0	0	0	0
Skid Steer Loaders175	Skid Steer Loaders	175	0	0	0	0	4472.84324	5.723568808	1545.447553	2.89420578	0	0	0	0
Skid Steer Loaders300	Skid Steer Loaders	300	0	0	0	0	4156.636498	3.603728509	1063.554631	3.908249166	0	0	0	0
Skid Steer Loaders600	Skid Steer Loaders	600	0	0	0	0	1201.696559	0.42396806	133.1864861	9.022661336	0	0	0	0
Skid Steer Loaders750	Skid Steer Loaders	750	0	0	0	0	0	0	0	0	0	0	0	0
Skid Steer Loaders9999	Skid Steer Loaders	9999	0	0	0	0	1626.662009	0.42396806	85.48150834	19.02940227	0	0	0	0
Tractors/Loaders/Backhoes25	Tractors/Loaders/Backhoes	25	0	0	0	0	60871.05	89.44	84333.25	0.72179182	0	0	0	0
Tractors/Loaders/Backhoes50	Tractors/Loaders/Backhoes	50	0	0	0	0	246171.6444	598.3998931	309366.2746	0.795728768	0	0	0	0
Tractors/Loaders/Backhoes75	Tractors/Loaders/Backhoes	75	0	0	0	0	36252.16783	115.7184462	26526.97668	1.366615136	0	0	0	0
Tractors/Loaders/Backhoes100	Tractors/Loaders/Backhoes	100	50026.9	19.6	17092.95	2.926756353	3931683.53	3947.354277	2471598.783	1.59074505	0	0	0	0
Tractors/Loaders/Backhoes175	Tractors/Loaders/Backhoes	175	0	0	0	0	686041.4525	454.5337167	252326.3914	2.718865232	0	0	0	0
Tractors/Loaders/Backhoes300	Tractors/Loaders/Backhoes	300	0	0	0	0	432492.0443	193.0725788	108790.7579	3.9754484	0	0	0	0
Tractors/Loaders/Backhoes600	Tractors/Loaders/Backhoes	600	0	0	0	0	564553.9997	162.4228281	88040.81909	6.412411941	0	0	0	0
Tractors/Loaders/Backhoes750	Tractors/Loaders/Backhoes	750	0	0	0	0	10684.07897	1.876515344	890.5522455	11.99713888	0	0	0	0
Tractors/Loaders/Backhoes9999	Tractors/Loaders/Backhoes	9999	0	0	0	0	192783.9487	8.757071606	5465.499433	35.27288789	0	0	0	0
Welders25	Welders	25	1544924.55	9279.76	1927805.9	0.801390093	239582.35	953.34	612229.1	0.391327936	0	0	0	0
Welders50	Welders	50	314166.45	625.96	130038.55	2.415948578	1049451.65	1373.5	882073.6	1.189755197	0	0	0	0
Welders75	Welders	75	0	0	0	0	0	0	0	0	0	0	0	0
Welders100	Welders	100	441522.25	638.91	132721.3	3.326687201	0	0	0	0	0	0	0	0
Welders175	Welders	175	55067.55	44.05	9150.55	6.017949741	0	0	0	0	0	0	0	0
Welders300	Welders	300	0	0	0	0	0	0	0	0	0	0	0	0
Welders600	Welders	600	0	0	0	0	0	0	0	0	0	0	0	0
Welders750	Welders	750	0	0	0	0	0	0	0	0	0	0	0	0
Welders9999	Welders	9999	0	0	0	0	0	0	0	0	0	0	0	0

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

Region	CalYr	VehClass	MdlYr	HP_Bin	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2_5_tpd	PM_tpd	SOx_tpd	NH3_tpd	Fuel_gpy	Total_Activity_hpy	Total_Population	Horsepower_Hours_hhpy
Los Angeles (SC)	2022	Agricultural - Agricultural Tractors	Aggregated	50	Diesel	0.00415234	0.005024331	0.00597937	0.013260138	0.012004766	0.169079291	0.001115266	0.001026044	0.001115266	1.44914E-06	1.38926E-06	39173.77432	35097.62866	109.3946977	1432061.464
Los Angeles (SC)	2022	Agricultural - Agricultural Tractors	Aggregated	75	Diesel	0.004017591	0.004861286	0.005785332	0.016359606	0.030047605	0.317243969	0.002336336	0.00214943	0.002336336	2.83222E-06	2.60667E-06	73501.8676	41590.28735	117.9832372	2623340.163
Los Angeles (SC)	2022	Agricultural - Agricultural Tractors	Aggregated	100	Diesel	0.004578695	0.005540221	0.006593321	0.031677858	0.037440062	0.706976603	0.003034553	0.002791789	0.003034553	6.44283E-06	5.80895E-06	163798.5452	68455.86576	123.5844156	5865293.682
Los Angeles (SC)	2022	Agricultural - Agricultural Tractors	Aggregated	175	Diesel	0.002868233	0.003470562	0.004130255	0.018736989	0.026306176	0.406861299	0.001527502	0.001405302	0.001527502	3.70082E-06	3.34302E-06	94265.1973	30186.20791	46.35430285	3658246.81
Los Angeles (SC)	2022	Agricultural - Agricultural Tractors	Aggregated	300	Diesel	0.002278164	0.002756578	0.003280556	0.008547679	0.023681061	0.417341406	0.001009034	0.000928311	0.001009034	3.81606E-06	3.42913E-06	96693.32032	17522.08851	21.15976872	3796919.567
Los Angeles (SC)	2022	Agricultural - Agricultural Tractors	Aggregated	600	Diesel	0.00122769	0.001485505	0.001767874	0.005511126	0.010786115	0.345975009	0.000490549	0.000451305	0.000490549	3.18333E-06	2.84274E-06	80158.52703	8693.503559	7.774536087	3195743.712
Los Angeles (SC)	2022	Agricultural - Bale Wagons (Self Propelled)	Aggregated	50	Diesel	1.6802E-06	2.03305E-06	2.41949E-06	1.15519E-05	1.19582E-05	0.000205348	6.21334E-07	5.71627E-07	6.21334E-07	1.86087E-09	1.68727E-09	47.57686859	46.64398981	0.072960484	1632.539643
Los Angeles (SC)	2022	Agricultural - Bale Wagons (Self Propelled)	Aggregated	100	Diesel	1.20396E-05	1.4568E-05	1.73371E-05	0.000122526	0.000107782	0.002850321	9.00587E-06	8.2854E-06	9.00587E-06	2.61682E-08	2.342E-08	660.3873438	270.330082	0.435358426	22654.75569
Los Angeles (SC)	2022	Agricultural - Bale Wagons (Self Propelled)	Aggregated	175	Diesel	3.09794E-05	3.74851E-05	4.46104E-05	0.000335795	0.000293051	0.008075809	1.80863E-05	1.66394E-05	1.80863E-05	7.42363E-08	6.63558E-08	1871.074328	559.021453	0.896678691	71934.18473
Los Angeles (SC)	2022	Agricultural - Bale Wagons (Self Propelled)	Aggregated	300	Diesel	8.05893E-06	9.7513E-06	1.16049E-05	3.61382E-05	8.69724E-05	0.002455558	3.52247E-06	3.24067E-06	3.52247E-06	2.26134E-08	2.01764E-08	568.9251926	112.1818207	0.181095311	21702.86696
Los Angeles (SC)	2022	Agricultural - Balers (Self Propelled)	Aggregated	50	Diesel	2.88581E-05	3.49183E-05	4.15557E-05	0.00013533	0.000149816	0.002499162	9.43918E-06	8.68405E-06	9.43918E-06	2.23952E-08	2.05346E-08	579.0278523	429.7745036	1.324629313	19800.6674
Los Angeles (SC)	2022	Agricultural - Balers (Self Propelled)	Aggregated	75	Diesel	1.34218E-05	1.62404E-05	1.93274E-05	9.72912E-05	0.000132097	0.002290366	8.18867E-06	7.53358E-06	8.18867E-06	2.0915E-08	1.8819E-08	530.6521843	281.2568501	0.859782051	18254.74996
Los Angeles (SC)	2022	Agricultural - Balers (Self Propelled)	Aggregated	100	Diesel	2.88417E-06	3.48984E-06	4.1532E-06	2.13456E-05	2.61093E-05	0.000502503	1.93916E-06	1.78403E-06	1.93916E-06	4.59053E-09	4.12887E-09	116.4243008	50.49813284	0.155388989	4001.50804
Los Angeles (SC)	2022	Agricultural - Balers (Self Propelled)	Aggregated	175	Diesel	1.16328E-06	1.40757E-06	1.67513E-06	1.01381E-05	1.27997E-05	0.000249889	6.67303E-07	6.13919E-07	6.67303E-07	2.29094E-09	2.05324E-09	57.89639812	21.10288997	0.065061031	2221.322127
Los Angeles (SC)	2022	Agricultural - Combine Harvesters	Aggregated	75	Diesel	2.61323E-06	3.16201E-06	3.76305E-06	1.64649E-05	2.29808E-05	0.000374963	1.67752E-06	1.54331E-06	1.67752E-06	3.41157E-09	3.08092E-09	86.8747009	60.3508206	0.165712142	3359.016725
Los Angeles (SC)	2022	Agricultural - Combine Harvesters	Aggregated	100	Diesel	2.06237E-05	2.49547E-05	2.96981E-05	0.000130497	0.000176892	0.002968177	1.42347E-05	1.30959E-05	1.42347E-05	2.70076E-08	2.43884E-08	687.693222	305.8377297	0.848422998	25973.14208
Los Angeles (SC)	2022	Agricultural - Combine Harvesters	Aggregated	175	Diesel	3.03575E-05	3.67326E-05	4.37148E-05	0.000227084	0.000318998	0.005503528	1.73122E-05	1.59272E-05	1.73122E-05	5.03134E-08	4.52203E-08	1275.105596	400.7773243	1.125691145	55984.70454
Los Angeles (SC)	2022	Agricultural - Combine Harvesters	Aggregated	300	Diesel	0.000151884	0.000183779	0.000218712	0.000659237	0.001977835	0.039877641	7.29937E-05	6.71542E-05	7.29937E-05	3.66605E-07	3.27659E-07	9239.20181	1699.792102	4.54606255	393194.9679
Los Angeles (SC)	2022	Agricultural - Combine Harvesters	Aggregated	600	Diesel	3.26886E-05	3.95533E-05	4.70716E-05	0.000237859	0.00040444	0.015221702	1.69324E-05	1.55778E-05	1.69324E-05	1.40695E-07	1.25071E-07	3526.697551	442.0093845	0.97866324	146243.6298
Los Angeles (SC)	2022	Agricultural - Construction Equipment	Aggregated	50	Diesel	0.000293256	0.000354839	0.000422288	0.001048416	0.000974939	0.014428996	8.23729E-05	7.5783E-05	8.23729E-05	1.255E-07	1.18557E-07	3343.03638	3232.606056	8.369733738	143163.9683
Los Angeles (SC)	2022	Agricultural - Construction Equipment	Aggregated	75	Diesel	0.000202849	0.000245447	0.000292102	0.001077321	0.001686739	0.023132044	0.000120754	0.000111093	0.000120754	2.09216E-07	1.90067E-07	5359.434962	3627.096735	10.00863438	228473.4724
Los Angeles (SC)	2022	Agricultural - Construction Equipment	Aggregated	100	Diesel	0.000392983	0.000475509	0.000565895	0.002488141	0.003178839	0.05468155	0.00026081	0.000239946	0.00026081	4.9716E-07	4.49297E-07	12669.10148	6432.067538	13.25172434	542427.3388
Los Angeles (SC)	2022	Agricultural - Construction Equipment	Aggregated	175	Diesel	0.000778175	0.000941591	0.001120572	0.005544894	0.007070145	0.123389699	0.000420877	0.000387207	0.000420877	1.12511E-06	1.01385E-06	28588.00848	11140.00153	17.98666807	1364602.385
Los Angeles (SC)	2022	Agricultural - Construction Equipment	Aggregated	300	Diesel	0.00042121	0.000509664	0.000606543	0.001648434	0.004600858	0.081465581	0.000195022	0.00017942	0.000195022	7.45605E-07	6.69371E-07	18874.66083	4558.502318	8.173767992	897144.6097
Los Angeles (SC)	2022	Agricultural - Construction Equipment	Aggregated	600	Diesel	5.94983E-05	7.19929E-05	8.56775E-05	0.000268493	0.000581514	0.009837446	2.50612E-05	2.30563E-05	2.50612E-05	8.97772E-08	8.08305E-08	2279.225958	311.1949317	0.352486404	109915.8896
Los Angeles (SC)	2022	Agricultural - Cotton Pickers	Aggregated	100	Diesel	5.28189E-06	6.39109E-06	7.60593E-06	6.8248E-05	5.67746E-05	0.001684483	4.25665E-06	3.91611E-06	4.25665E-06	1.55199E-08	1.38407E-08	390.2758486	167.6671611	0.371600924	15090.04449
Los Angeles (SC)	2022	Agricultural - Cotton Pickers	Aggregated	175	Diesel	1.17737E-05	1.42461E-05	1.69541E-05	0.000161243	0.000132592	0.004100096	7.50032E-06	6.9003E-06	7.50032E-06	3.78085E-08	3.36889E-08	949.9463081	330.2353119	0.72279698	40083.5726
Los Angeles (SC)	2022	Agricultural - Cotton Pickers	Aggregated	300	Diesel	1.05955E-05	1.28206E-05	1.52575E-05	5.85388E-05	0.000136318	0.004304969	5.22089E-06	4.80322E-06	5.22089E-06	3.97507E-08	3.53723E-08	997.4130245	173.4728482	0.375770372	42868.68406
Los Angeles (SC)	2022	Agricultural - Cotton Pickers	Aggregated	600	Diesel	3.08257E-05	3.72991E-05	4.4389E-05	0.000171591	0.000386103	0.012894029	1.53973E-05	1.41656E-05	1.53973E-05	1.19087E-07	1.05945E-07	2987.401808	393.7766539	0.861878526	127956.4944
Los Angeles (SC)	2022	Agricultural - Forage & Silage Harvesters	Aggregated	100	Diesel	1.06003E-06	1.28263E-06	1.52644E-06	6.71717E-06	9.10932E-06	0.000152973	7.32729E-07	6.7411E-07	7.32729E-07	1.392E-09	1.25692E-09	35.44215471	17.12966907	0.046837522	1370.373526
Los Angeles (SC)	2022	Agricultural - Forage & Silage Harvesters	Aggregated	300	Diesel	1.03721E-06	1.25503E-06	1.49359E-06	4.19203E-06	1.3603E-05	0.000244003	4.9308E-07	4.53633E-07	4.9308E-07	2.23994E-09	2.00487E-09	56.53265418	11.04560765	0.031121947	2430.033683
Los Angeles (SC)	2022	Agricultural - Forage & Silage Harvesters	Aggregated	600	Diesel	1.12531E-05	1.36162E-05	1.62044E-05	6.18766E-05	0.000143298	0.003664958	5.56353E-06	5.11845E-06	5.56353E-06	3.3774E-08	3.01135E-08	849.1295886	90.01318084	0.222970244	37665.92203
Los Angeles (SC)	2022	Agricultural - Forage & Silage Harvesters	Aggregated	750	Diesel	2.09027E-05	2.52923E-05	3.00999E-05	0.000148313	0.000259947	0.009444581	1.07687E-05	9.90722E-06	1.07687E-05	8.72784E-08	7.76024E-08	2188.203508	154.6091812	0.338952434	93499.55909
Los Angeles (SC)	2022	Agricultural - Forage & Silage Harvesters	Aggregated	9999	Diesel	1.28142E-05	1.55051E-05	1.84524E-05	8.92975E-05	0.000285143	0.005630295	6.71609E-06	6.1788E-06	6.71609E-06	5.20196E-08	4.62619E-08	1304.476271	65.20045812	0.141727356	56072.39398
Los Angeles (SC)	2022	Agricultural - Forklifts	Aggregated	50	Diesel	2.4623E-05	2.97938E-05	3.54571E-05	0.000100448	9.39102E-05	0.00146915	7.07339E-06	6.50752E-06	7.07339E-06	1.29354E-08	1.20714E-08	340.385641	440.7762972	0.731080016	14599.87462
Los Angeles (SC)	2022	Agricultural - Forklifts	Aggregated	75	Diesel	2.01214E-06	2.43469E-06	2.89749E-06	1.13664E-05	1.65202E-05	0.000236946	1.16486E-06	1.07167E-06	1.16486E-06	2.14502E-09	1.9469E-09	54.8978234	36.22594005	0.043057306	2354.686103
Los Angeles (SC)	2022	Agricultural - Forklifts	Aggregated	100	Diesel	7.84187E-07	9.48867E-07	1.12923E-06	4.51741E-06	5.94193E-06	9.4171E-05	4.92038E-07	4.52675E-07	4.92038E-07	8.52972E-10	7.73767E-10	21.81836604	12.07531346	0.014352436	935.8367931
Los Angeles (SC)	2022	Agricultural - Hay Squeeze/Stack retriever	Aggregated	75	Diesel	1.4824E-06	1.7937E-06	2.13465E-06	6.57347E-06	1.07507E-05	0.000127579	8.96014E-07	8.24333E-07	8.96014E-07	1.14297E-09	1.04827E-09	29.55867732	19.22045305	0.032549457	1207.462328
Los Angeles (SC)	2022	Agricultural - Hay Squeeze/Stack retriever	Aggregated	100	Diesel	1.64151E-06	1.98623E-06	2.36377E-06	7.31536E-06	1.16574E-05	0.000141978	1.03604E-06	9.53154E-07	1.03604E-06	1.27222E-09	1.16658E-09	32.89471062	17.33855731	0.029342136	1343.738192
Los Angeles (SC)	2022	Agricultural - Hay Squeeze/Stack retriever	Aggregated	175	Diesel	3.53903E-05	4.28223E-05	5.09621E-05	0.000187305	0.000315572	0.003895103	1.86248E-05	1.71348E-05	1.86248E-05	3.5192E-08	3.20045E-08	902.4516837	313.9389822	0.530195372	37841.2248
Los Angeles (SC)	2022	Agricultural - Hay Squeeze/Stack retriever	Aggregated	300	Diesel	8.31391E-05	0.000100598	0.00011972	0.000286518	0.000867933	0.011080121	3.74671E-05	3.44698E-05	3.74671E-05	1.00634E-07	9.1041E-08	2567.139751	490.6870373	0.825749067	116516.6365
Los Angeles (SC)	2022	Agricultural - Hay Squeeze/Stack retriever	Aggregated	600	Diesel	2.29142E-05	2.77262E-05	3.29965E-05	0.000118613	0.000237935	0.003317167	1.01422E-05	9.33085E-06	1.01422E-05	3.01871E-08	2.72559E-08	768.5503974	107.6378322	0.182661106	34232.82585
Los Angeles (SC)	2022	Agricultural - Nut Harvester	Aggregated	50	Diesel	5.73016E-05	6.9335E-05	8.25143E-05	0.000644699	0.000793768	0.015712518	2.65874E-05	2.44604E-05	2.65874E-05	1.44525E-07	1.29104E-07	3640.414194	3522.459702	8.974924833	141095.6643
Los Angeles (SC)	2022	Agricultural - Nut Harvester	Aggregated	75	Diesel	3.40186E-05	4.11625E-05	4.89867E-05	0.000553508	0.000542971	0.014226086	2.11023E-05	1.94141E-05	2.11023E-05	1.31389E-07	1.1689E-07	3296.024481	1967.352646	4.992759107	128413.5705
Los Angeles (SC)	2022	Agricultural - Nut Harvester	Aggregated	100	Diesel	7.51636E-05	9.0948E-05	0.000108236	0.001919579	0.000983338	0.049653741	6.73882E-05	6.19972E-05	6.73882E-05	4.59898E-07	4.07985E-07	11504.21461	5440.990586	9.718681527	447648.8176
Los Angeles (SC)	2022	Agricultural - Nut Harvester	Aggregated	175	Diesel	8.26275E-05	9.99793E-05	0.000118984	0.001519011	0.000965423	0.039382539	5.42035E-05	4.98672E-05	5.42035E-05	3.64075E-07	3.23591E-07	9124.492418	3107.540021	6.294991741	382473.9619
Los Angeles (SC)	2022	Agricultural - Nut Harvester	Aggregated	300	Diesel	6.30433E-06	7.62824E-06	9.07824E-06	4.31816E-05	7.71576E-05	0.003198337	3.2211E-06	2.96341E-06	3.2211E-06	2.95794E-08	2.62795E-08	741.0187686	161.5134723	0.331594282	31999.62752
Los Angeles (SC)	2022	Agricultural - Nut Harvester	Aggregated	600	Diesel	4.40579E-05	5.33101E-05	6.34434E-05	0.000351858	0.000577564	0.027597517	2.41827E-05	2.22481E-05	2.41827E-05	2.55542E-07	2.26758E-07	6394.034922	845.6770782	1.984648872	274845.0504
Los Angeles (SC)	2022	Agricultural - Other Harvesters	Aggregated	50	Diesel	3.04419E-05	3.68347E-05	4.38364E-05	0.000188924	0.000176171	0.002930534	9.88796E-06	9.09692E-06	9.88796E-06	2.63627E-08	2.40791E-08	678.971901	688.7303064	0.546347887	26252.49854
Los Angeles (SC)	2022	Agricultural - Other Harvesters	Aggregated	75	Diesel	3.66021E-05	4.42885E-05	5.2707E-05	0.000336617	0.000341611	0.007501586	2.03972E-05	1.87654E-05	2.03972E-05	6.6723E-08	6.16376E-08	1738.033344	1006.043111	0.71743871	67852.66591
Los Angeles (SC)	2022	Agricultural - Other Harvesters	Aggregated	100	Diesel	0.000128936	0.000156012	0.000185667	0.001150825	0.000997909	0.025407951	8.81044E-05	8.10561E-05	8.81044E-05	2.32617E-07	2.08767E-07	5886.73707	2656.847352	2.14084152	227648.658
Los Angeles (SC)	2022	Agricultural - Other Harvesters	Aggregated	175	Diesel	9.3116E-05	0.00011267	0.000134087	0.000729331	0.000867991	0.016816246	5.18033E-05	4.76591E-05	5.18033E-05	1.53724E-07	1.38173E-07	3896.135395	1283.995529	1.894175295	170524.1571
Los Angeles (SC)	2022	Agricultural - Other Harvesters	Aggregated	300	Diesel	7.88885E-05	9.54551E-05	0.000113599	0.000310865	0.000859897	0.016862171	3.54736E-05	3.26357E-05	3.54736E-05	1.54578E-07	1.3855E-07	3906.77589	778.0129336	1.171866959	166032.3724
Los Angeles (SC)	2022	Agricultural - Other Harvesters	Aggregated	600	Diesel	2.09106E-05	2.53018E-05	3.01113E-05	0.000110743	0.000225976	0.004209798	9.47856E-06	8.72027E-06	9.47856E-06	3.85554E-08	3.45903E-08	975.3630301	109.3783566	0.182738339	42099.53684
Los Angeles (SC)	2022	Agricultural - Others	Aggregated	50	Diesel	2.11365E-05	2.55752E-05	3.04366E-05	8.87387E-05	8.59165E-05	0.001361464	6.25427E-06	5.75393E-06	6.25427E-06	1.20377E-08	1.11866E-08	315.4359625	300.660646	0.572829153	13529.72907
Los Angeles (SC)	2022	Agricultural - Others	Aggregated	75	Diesel	3.94519E-06	4.77368E-06	5.68108E-06	2.52788E-05	3.49851E-05	0.000561362	2.39458E-06	2.20301E-06	2.39458E-06	5.10652E-09	4.61249E-09	130.0612071	85.82470442	0.17383289	5578.605787
Los Angeles (SC)	2022	Agricultural - Others	Aggregated	100	Diesel	1.60126E-05	1.93753E-05	2.30582E-05	0.000104127	0.000131471	0.002308763	1.05931E-05	9.74565E-06	1.05931E-05	2.10085E-08	1.89702E-08	534.9145259	263.5117819	0.528674867	22943.638
Los Angeles (SC)	2022	Agricultural - Others	Aggregated	175	Diesel	4.50488E-05	5.4509E-05	6.48702E-05	0.00034113	0.000446301	0.007929058	2.5205E-05	2.31886E-05	2.5205E-05	7.24483E-08	6.515E-08	1837.073858	687.0591409	1.39121158	87598.88679
Los Angeles (SC)	2022	Agricultural - Others	Aggregated	300	Diesel	5.05254E-05	6.11357E-05	7.27566E-05	0.000208666	0.000571278	0.010384904	2.42874E-05	2.23444E-05	2.42874E-05	9.51418E-08	8.53287E-08	2406.065828	527.0235294	1.057349722	114730.6556
Los Angeles (SC)	2022	Agricultural - Others	Aggregated	600	Diesel	0.000234225	0.000283413	0.000337285	0.001411241	0.002677747	0.052542648	0.000112064	0.000103099	0.000112064	4.82014E-07	4.31722E-07	12173.54188	1553.67422	3.146875676	580482.2123
Los Angeles (SC)	2022	Agricultural - Sprayers/Spray rigs	Aggregated	50	Diesel	5.2906E-05	6.40163E-05	7.61847E-05	0.000213999	0.000206552	0.003264793	1.53882E-05	1.41571E-05	1.53882E-05	2.87999E-08	2.68255E-08	756.4159638	818.8874546	1.462933369	30761.04604
Los Angeles (SC)	2022	Agricultural - Sprayers/Spray rigs	Aggregated	75	Diesel	1.12168E-05	1.35723E-05	1.61522E-05	6.84968E-05	9.79157E-05	0.001504338	6.74904E-06	6.20912E-06	6.74904E-06	1.36651E-08	1.23606E-08	348.5381241	235.8295143	0.4230389	14235.26327
Los Angeles (SC)	2022	Agricultural - Sprayers/Spray rigs	Aggregated	100	Diesel	3.65709E-05	4.42508E-05	5.26621E-05	0.000226819	0.000295937	0.004975974	2.38125E-05	2.19075E-05	2.38125E-05	4.52168E-08	4.08856E-08	1152.877253	536.1108723	0.955012484	47426.98263
Los Angeles (SC)	2022	Agricultural - Sprayers/Spray rigs	Aggregated	175	Diesel	4.74844E-05	5.74562E-05	6.83776E-05	0.000349063	0.00047121	0.008028868	2.63906E-05	2.42794E-05	2.63906E-05	7.33042E-08	6.59701E-08	1860.198706	692.6990153	1.239410714	82605.47473
Los Angeles (SC)	2022	Agricultural - Sprayers/Spray rigs	Aggregated	300	Diesel	1.99277E-05	2.41125E-05	2.86959E-05	8.31165E-05	0.000224832	0.003928412	9.66017E-06	8.88735E-06	9.66017E-06	3.59659E-08	3.22782E-08	910.1689086	187.0667835	0.33736746	40978.37226
Los Angeles (SC)	2022	Agricultural - Sprayers/Spray rigs	Aggregated	600	Diesel	1.21696E-06	1.47253E-06	1.75243E-06	7.7458E-06	1.39057E-05	0.000261136	5.85209E-07	5.38393E-07	5.85209E-07	2.39402E-09	2.14565E-09	60.50226313	8.3260756	0.015236128	2747.604948
Los Angeles (SC)	2022	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	50	Diesel	9.79144E-06	1.18476E-05	1.40997E-05	7.21288E-05	8.12168E-05	0.00147366	3.76025E-06	3.45943E-06	3.76025E-06	1.34224E-08	1.21085E-08	341.4303842	280.890355	0.643271364	12437.29977
Los Angeles (SC)	2022	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	75	Diesel	2.26527E-05	2.74098E-05	3.26199E-05	0.000273255	0.000283825	0.006723914	1.39254E-05	1.28114E-05	1.39254E-05	6.19033E-08	5.52478E-08	1557.855464	866.1247964	1.873938685	55767.51564
Los Angeles (SC)	2022	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	100	Diesel	4.46027E-05	5.39693E-05	6.42279E-05	0.000571775	0.000459415	0.014058247	3.44658E-05	3.17085E-05	3.44658E-05	1.29509E-07	1.15511E-07	3257.138177	1377.926427	2.990828805	118067.9006
Los Angeles (SC)	2022	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	175	Diesel	2.44289E-05	2.95589E-05	3.51776E-05	0.000362185	0.00027038	0.009223101	1.53322E-05	1.41057E-05	1.53322E-05	8.51112E-08	7.57826E-08	2136.888922	695.5173163	1.44977716	82376.05213
Los Angeles (SC)	2022	Agricultural - Swathers/Windrowers/Hay Conditioners	Aggregated	300	Diesel	1.16563E-05	1.41041E-05	1.67851E-05	6.87286E-05	0.000141453	0.004951447	5.69656E-06	5.24084E-06	5.69656E-06	4.57359E-08	4.06841E-08	1147.19462	220.7229973	0.456670334	45373.82296
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	50	Diesel	0.0002815	0.000340615	0.000405361	0.001186355	0.001008689	0.099969246	0.000107875	9.92449E-05	0.000107875	9.1582E-07	8.15936E-07	3243.392078	2441.784094	7.712762499	105336.4032
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	75	Diesel	4.33777E-06	5.24871E-06	6.24639E-06	0.000105878	9.0909E-05	0.016727433	6.23349E-06	5.73481E-06	6.23349E-06	1.54523E-07	1.36527E-07	542.7031454	340.819389	1.028368333	19597.11487
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	100	Diesel	0.000687503	0.000831878	0.000990004	0.006488888	0.00759093	0.946566021	0.000508148	0.000467496	0.000508148	8.73085E-06	7.72574E-06	30710.29208	12553.13673	38.04962833	1108343.804
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	175	Diesel	0.001150254	0.001391807	0.001656365	0.017392845	0.016243151	2.933663451	0.000893607	0.000822118	0.000893607	2.70887E-05	2.39442E-05	95179.4798	26127.59934	79.69854583	3436840.269
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	300	Diesel	0.000415097	0.000502267	0.00059774	0.00292716	0.007532067	1.530778314	0.000212206	0.00019523	0.000212206	1.41404E-05	1.2494E-05	49664.41654	8009.255642	24.16665583	1793391.625
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Narrow Body	Aggregated	750	Diesel	0.000123093	0.000148943	0.000177254	0.000610573	0.001677752	0.101819158	7.72059E-05	7.10295E-05	7.72059E-05	9.37676E-07	8.31034E-07	3303.41045	170.4096945	0.514184167	119286.7862
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	50	Diesel	3.17536E-06	3.84218E-06	4.57252E-06	6.6816E-05	5.29988E-05	0.010521523	2.19623E-07	2.02053E-07	2.19623E-07	9.71814E-08	8.58753E-08	341.3592404	235.504762	0.586000148	11068.72381
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	75	Diesel	1.7301E-05	2.09342E-05	2.49135E-05	0.000240723	0.000235998	0.036766623	1.19612E-05	1.10043E-05	1.19612E-05	3.39407E-07	3.00084E-07	1192.852594	706.5142859	1.758000443	41684.34287
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	100	Diesel	8.69713E-05	0.000105235	0.000125239	0.000946691	0.001215048	0.138741342	7.36495E-05	6.77575E-05	7.36495E-05	1.28012E-06	1.13239E-06	4501.310055	1884.038096	4.688001182	162262.781
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	175	Diesel	9.95262E-05	0.000120427	0.000143318	0.002080741	0.001314181	0.369507058	6.04498E-05	5.56138E-05	6.04498E-05	3.41329E-06	3.01587E-06	11988.24956	2826.057144	7.032001773	432151.2382
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	300	Diesel	0.000658331	0.00079658	0.000947997	0.0064983	0.008848547	3.480809192	0.000269728	0.00024815	0.000269728	3.21621E-05	2.84099E-05	112931.0208	16849.8818	42.19201064	4070938.541
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	600	Diesel	0.000636544	0.000770218	0.000916624	0.004625085	0.011045701	1.711003235	0.000365178	0.000335964	0.000365178	1.58E-05	1.3965E-05	55511.61562	5439.192173	14.06400355	2001119.449
Los Angeles (SC)	2022	AirGrSupp - A/C Tug Wide Body	Aggregated	750	Diesel	7.88527E-05	9.54118E-05	0.000113548	0.000283246	0.001782112	0.138974942	4.59654E-05	4.22881E-05	4.59654E-05	1.28253E-06	1.13429E-06	4508.88894	258.0874104	1.172000296	162595.0685
Los Angeles (SC)	2022	AirGrSupp - Baggage Tug	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	AirGrSupp - Baggage Tug	Aggregated	50	Diesel	0.000439521	0.00053182	0.00063291	0.002354503	0.001856616	0.219384339	0.000176925	0.000162771	0.000176925	2.01513E-06	1.79059E-06	7117.683267	7470.481302	10.32740147	335586.4874
Los Angeles (SC)	2022	AirGrSupp - Baggage Tug	Aggregated	75	Diesel	0.000602439	0.000728951	0.000867512	0.010694223	0.008182704	1.570615012	0.00039404	0.000362517	0.00039404	1.4503E-05	1.28191E-05	50956.87434	40181.75436	54.54986417	2670916.322
Los Angeles (SC)	2022	AirGrSupp - Baggage Tug	Aggregated	100	Diesel	0.000559757	0.000677306	0.00080605	0.010776555	0.00805022	1.578468129	0.00025433	0.000233984	0.00025433	1.45769E-05	1.28832E-05	51211.66007	30018.66925	41.30960587	2687358.7
Los Angeles (SC)	2022	AirGrSupp - Baggage Tug	Aggregated	175	Diesel	1.28381E-06	1.5534E-06	1.84868E-06	7.59108E-05	7.0795E-06	0.014337755	2.46837E-07	2.2709E-07	2.46837E-07	1.32521E-07	1.17023E-07	465.1726643	195.05706	0.264805166	24382.1325
Los Angeles (SC)	2022	AirGrSupp - Baggage Tug	Aggregated	300	Diesel	5.60355E-05	6.7803E-05	8.06912E-05	0.0001895	0.001184693	0.082585468	3.07204E-05	2.82628E-05	3.07204E-05	7.61863E-07	6.74051E-07	2679.394546	780.22824	1.059220663	140441.0832
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	25	Diesel	7.44228E-07	9.00516E-07	1.07169E-06	2.35116E-05	2.25049E-05	0.004736415	7.45417E-08	6.85784E-08	7.45417E-08	4.37682E-08	3.8658E-08	153.6677691	318.7123401	0.618506008	7967.808502
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	50	Diesel	0.000218648	0.000264564	0.000314853	0.001273979	0.001028474	0.136124568	7.99865E-05	7.35875E-05	7.99865E-05	1.25198E-06	1.11103E-06	4416.411684	4940.041271	9.58684313	228994.8163
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	75	Diesel	0.000646696	0.000782502	0.000931242	0.005809633	0.007379754	0.82022217	0.000527818	0.000485593	0.000527818	7.56396E-06	6.69454E-06	26611.205	24381.49402	47.31570964	1533962.493
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	100	Diesel	0.000555762	0.000672472	0.000800298	0.005426285	0.006036111	0.759407563	0.0005078	0.000467176	0.0005078	7.00443E-06	6.19818E-06	24638.14204	16549.88737	32.47156544	1420239.392
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	175	Diesel	2.16071E-05	2.61446E-05	3.11142E-05	0.000311548	0.000225035	0.05100177	1.51793E-05	1.39649E-05	1.51793E-05	4.70888E-07	4.1627E-07	1654.696257	705.5256075	1.546265021	95388.96896
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	300	Diesel	1.06513E-05	1.28881E-05	1.53379E-05	8.54485E-05	0.000124347	0.044905161	5.65541E-06	5.20297E-06	5.65541E-06	4.14851E-07	3.6651E-07	1456.898507	318.7123401	0.618506008	83980.70161
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	600	Diesel	2.93305E-06	3.54899E-06	4.22359E-06	6.8177E-05	1.89161E-05	0.038770111	6.3657E-07	5.85645E-07	6.3657E-07	3.58361E-07	3.16436E-07	1257.85355	159.35617	0.309253004	72507.05737
Los Angeles (SC)	2022	AirGrSupp - Belt Loader	Aggregated	750	Diesel	3.95863E-05	4.78994E-05	5.70042E-05	0.000610784	0.000528463	0.022737473	2.68869E-05	2.4736E-05	2.68869E-05	2.09032E-07	1.8558E-07	737.6922644	68.10092737	0.309253004	42563.0796
Los Angeles (SC)	2022	AirGrSupp - Bobtail	Aggregated	25	Diesel	1.68841E-06	2.04298E-06	2.43131E-06	3.28617E-05	4.10022E-05	0.00482366	1.50954E-06	1.38877E-06	1.50954E-06	4.45465E-08	3.93701E-08	156.4983446	295.1374014	0.636697362	7378.435035
Los Angeles (SC)	2022	AirGrSupp - Bobtail	Aggregated	50	Diesel	2.31675E-05	2.80326E-05	3.33612E-05	0.000209058	0.000174667	0.03043453	6.67543E-06	6.1414E-06	6.67543E-06	2.80687E-07	2.48403E-07	987.4148116	1025.619996	2.546789446	46558.80137
Los Angeles (SC)	2022	AirGrSupp - Bobtail	Aggregated	75	Diesel	6.72657E-06	8.13915E-06	9.68626E-06	8.94613E-05	0.000127826	0.012843232	7.12291E-06	6.55308E-06	7.12291E-06	1.1854E-07	1.04825E-07	416.684514	295.1374014	0.636697362	21840.1677
Los Angeles (SC)	2022	AirGrSupp - Bobtail	Aggregated	100	Diesel	1.68989E-05	2.04476E-05	2.43344E-05	0.000384561	0.000297781	0.059183001	1.38103E-05	1.27055E-05	1.38103E-05	5.46669E-07	4.83044E-07	1920.127288	1180.549606	2.546789446	100641.8539
Los Angeles (SC)	2022	AirGrSupp - Bobtail	Aggregated	175	Diesel	5.35666E-05	6.48156E-05	7.71359E-05	0.000611386	0.000585512	0.094503699	3.80973E-05	3.50495E-05	3.80973E-05	8.72127E-07	7.71326E-07	3066.068445	1320.757397	3.183486808	160719.4905
Los Angeles (SC)	2022	AirGrSupp - Bobtail	Aggregated	300	Diesel	0.000141727	0.00017149	0.000204087	0.001218602	0.001679434	0.516773133	7.08887E-05	6.52176E-05	7.08887E-05	4.77357E-06	4.21783E-06	16766.13517	4272.131411	9.550460423	878804.912
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	25	Diesel	1.15493E-05	1.39746E-05	1.6631E-05	0.000140265	0.000133252	0.020192981	6.92531E-06	6.37128E-06	6.92531E-06	1.86348E-07	1.64812E-07	655.1390258	1360.883532	2.834819205	34022.0883
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	50	Diesel	3.32527E-05	4.02358E-05	4.78839E-05	0.000329069	0.000312274	0.04506261	1.24027E-05	1.14104E-05	1.24027E-05	4.15629E-07	3.67795E-07	1462.006755	2030.088645	4.535710728	75919.82184
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	100	Diesel	0.000626345	0.000757877	0.000901937	0.013295549	0.010125751	2.051521154	0.000393494	0.000362015	0.000393494	1.89485E-05	1.67442E-05	66559.3445	44524.61332	95.81688913	3840906.241
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	175	Diesel	0.00051136	0.000618746	0.000736358	0.017228724	0.006533609	3.026491052	0.000204591	0.000188224	0.000204591	2.79661E-05	2.47018E-05	98191.16911	43128.77131	90.14725072	5668829.02
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	300	Diesel	5.29858E-05	6.41128E-05	7.62995E-05	0.00056107	0.00056252	0.293254574	2.09227E-05	1.92489E-05	2.09227E-05	2.70969E-06	2.3935E-06	9514.321683	2574.442058	5.66963841	549272.5697
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	600	Diesel	2.65549E-05	3.21314E-05	3.8239E-05	0.000496821	0.000136833	0.27550828	4.74024E-06	4.36102E-06	4.74024E-06	2.54641E-06	2.24866E-06	8938.562718	1633.060238	3.401783046	516047.0353
Los Angeles (SC)	2022	AirGrSupp - Cargo Loader	Aggregated	750	Diesel	3.18388E-05	3.85249E-05	4.58479E-05	0.00055181	0.000151519	0.302826611	5.31081E-06	4.88594E-06	5.31081E-06	2.79883E-06	2.47163E-06	9824.875899	816.5301191	1.700891523	567216.2561
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	25	Diesel	7.08312E-06	8.57058E-06	1.01997E-05	0.000137014	0.000102773	0.019991331	4.54561E-07	4.18196E-07	4.54561E-07	1.84617E-07	1.63167E-07	648.5967165	1247.616442	1.798586946	31190.41106
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	50	Diesel	0.000138283	0.000167322	0.000199127	0.000926988	0.00075127	0.103356449	5.19189E-05	4.77654E-05	5.19189E-05	9.51433E-07	8.43581E-07	3353.286157	4762.72626	8.093641259	161244.5234
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	75	Diesel	0.001667065	0.002017148	0.002400573	0.013834051	0.016107571	1.901640062	0.001308572	0.001203887	0.001308572	1.75316E-05	1.55209E-05	61696.61753	54127.74033	80.48676585	3303726.708
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	100	Diesel	0.000395922	0.000479066	0.000570128	0.004585698	0.004501404	0.690624569	0.000300406	0.000276373	0.000300406	6.37329E-06	5.63678E-06	22406.55356	13298.007	19.78445641	1197875.163
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	175	Diesel	0.000211541	0.000255965	0.000304619	0.003287064	0.002261285	0.551392122	0.000129895	0.000119503	0.000129895	5.09155E-06	4.50039E-06	17889.31015	6649.0035	9.892228205	956377.2167
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	300	Diesel	0.000425129	0.000514406	0.000612186	0.002432285	0.006134158	0.805476677	0.000238717	0.000219619	0.000238717	7.43428E-06	6.57419E-06	26132.80371	6436.116567	9.892228205	1397068.02
Los Angeles (SC)	2022	AirGrSupp - Cargo Tractor	Aggregated	600	Diesel	0.000288376	0.000348934	0.000415261	0.001684524	0.003391721	0.835282396	0.000112734	0.000103715	0.000112734	7.71395E-06	6.81746E-06	27099.81744	3742.849327	5.395760839	1448794.594
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	25	Diesel	4.38217E-07	5.30243E-07	6.31033E-07	9.96368E-06	8.26794E-06	0.001666795	3.24912E-08	2.98919E-08	3.24912E-08	1.53972E-08	1.36042E-08	54.0773166	186.9271918	0.475548879	4673.179795
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	50	Diesel	0.000149824	0.000181287	0.000215747	0.000755651	0.000668121	0.074732556	6.23386E-05	5.73515E-05	6.23386E-05	6.86445E-07	6.09957E-07	2424.615468	5443.403602	14.26646637	209532.8155
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	75	Diesel	5.80385E-05	7.02266E-05	8.35755E-05	0.000370294	0.000628473	0.044135605	4.65826E-05	4.2856E-05	4.65826E-05	4.06314E-07	3.60229E-07	1431.931097	1996.508074	5.70658655	137751.203
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	100	Diesel	0.000621653	0.000752201	0.000895181	0.006050616	0.006906988	0.881864766	0.000505421	0.000464988	0.000505421	8.13463E-06	7.19766E-06	28611.13113	31105.31304	82.26995609	2745208.45
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	175	Diesel	0.000356098	0.000430879	0.000512781	0.003006007	0.004288231	0.475032547	0.000259347	0.000238599	0.000259347	4.38123E-06	3.87715E-06	15411.90784	11283.17663	29.95957939	1479754.048
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	300	Diesel	9.73778E-05	0.000117827	0.000140224	0.000873619	0.00123642	0.398710069	4.3698E-05	4.02022E-05	4.3698E-05	3.68335E-06	3.25422E-06	12935.70909	5256.47641	13.7909175	1242783.078
Los Angeles (SC)	2022	AirGrSupp - Forklift	Aggregated	600	Diesel	3.8232E-05	4.62608E-05	5.50542E-05	0.000136353	0.00085645	0.066089061	2.24382E-05	2.06432E-05	2.24382E-05	6.09879E-07	5.3941E-07	2144.18681	560.7815754	1.426646637	205993.7654
Los Angeles (SC)	2022	AirGrSupp - Lift	Aggregated	25	Diesel	2.30859E-06	2.7934E-06	3.32437E-06	4.39792E-05	5.40376E-05	0.00631983	1.94933E-06	1.79338E-06	1.94933E-06	5.83607E-08	5.15816E-08	205.0399147	425.1818548	1.016206626	10629.54637
Los Angeles (SC)	2022	AirGrSupp - Lift	Aggregated	50	Diesel	6.78147E-05	8.20558E-05	9.76532E-05	0.000953627	0.00094406	0.150250199	2.9328E-05	2.69817E-05	2.9328E-05	1.3871E-06	1.22632E-06	4874.702231	5639.254075	13.71878946	252714.6677
Los Angeles (SC)	2022	AirGrSupp - Lift	Aggregated	75	Diesel	3.87486E-05	4.68858E-05	5.57979E-05	0.000891223	0.000645548	0.140205478	1.66676E-05	1.53342E-05	1.66676E-05	1.29511E-06	1.14434E-06	4548.812324	3725.935728	9.145859637	262169.3695
Los Angeles (SC)	2022	AirGrSupp - Lift	Aggregated	100	Diesel	0.000214619	0.000259689	0.000309051	0.005696599	0.003579036	0.912922054	0.000135222	0.000124405	0.000135222	8.43398E-06	7.45115E-06	29618.75065	19882.84621	47.76171144	1707026.824
Los Angeles (SC)	2022	AirGrSupp - Lift	Aggregated	175	Diesel	8.16136E-05	9.87525E-05	0.000117524	0.001273817	0.000856907	0.212382214	5.61578E-05	5.16651E-05	5.61578E-05	1.96113E-06	1.73344E-06	6890.507048	3188.863911	7.621549697	397119.8524
Los Angeles (SC)	2022	AirGrSupp - Lift	Aggregated	300	Diesel	7.63848E-05	9.24256E-05	0.000109994	0.00125004	0.000781247	0.445652201	3.30853E-05	3.04384E-05	3.30853E-05	4.11798E-06	3.63735E-06	14458.69486	3725.935728	9.145859637	833334.0575
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	25	Diesel	5.24632E-06	6.34805E-06	7.5547E-06	0.000103605	7.88473E-05	0.015420781	3.42918E-07	3.15485E-07	3.42918E-07	1.42415E-07	1.25862E-07	500.3102691	1037.62737	2.127299262	25940.68424
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	50	Diesel	0.001895368	0.002293395	0.00272933	0.014699441	0.013329188	1.845388054	0.000798727	0.000734829	0.000798727	1.70047E-05	1.50618E-05	59871.58308	90072.14561	189.3296343	3103077.936
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	75	Diesel	0.000399067	0.000482871	0.000574657	0.006370864	0.005447533	0.969531341	0.00029458	0.000271014	0.00029458	8.95183E-06	7.91318E-06	31455.37661	27396.40752	58.5007297	1813199.956
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	100	Diesel	0.000459412	0.000555889	0.000661554	0.008808245	0.006706828	1.35495619	0.000327934	0.000301699	0.000327934	1.25135E-05	1.1059E-05	43960.06135	29287.79375	60.62802896	2529678.142
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	175	Diesel	0.000797708	0.000965227	0.0011487	0.019075957	0.009462615	3.363693559	0.000395794	0.00036413	0.000395794	3.10751E-05	2.7454E-05	109131.3331	39094.89487	81.90102158	6290613.587
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	300	Diesel	0.000960916	0.001162708	0.001383719	0.00767753	0.013228935	3.585742616	0.000457492	0.000420893	0.000457492	3.31231E-05	2.92663E-05	116335.4702	29756.24855	62.75532823	6705904.618
Los Angeles (SC)	2022	AirGrSupp - Other GSE	Aggregated	600	Diesel	0.000518977	0.000627962	0.000747327	0.005255415	0.006052016	2.236680334	0.000246861	0.000227112	0.000246861	2.06636E-05	1.82555E-05	72566.63017	11648.12846	24.46394151	4182934.749
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	50	Diesel	1.117E-05	1.35158E-05	1.60849E-05	0.000102688	0.000127437	0.018731867	6.48402E-06	5.9653E-06	6.48402E-06	1.7285E-07	1.52887E-07	607.7347904	621.5750367	10.96728697	26872.63364
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	75	Diesel	2.17636E-06	2.6334E-06	3.13396E-06	0.000116215	6.23387E-05	0.020015771	4.02652E-07	3.7044E-07	4.02652E-07	1.8499E-07	1.63366E-07	649.3896369	583.4415989	15.58509201	32067.67899
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	100	Diesel	2.80508E-06	3.39415E-06	4.03932E-06	1.2676E-05	3.17972E-05	0.001348772	1.68865E-06	1.55356E-06	1.68865E-06	1.23859E-08	1.10085E-08	43.75940949	21.60894811	0.57722563	2160.894811
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	175	Diesel	5.78448E-06	6.99922E-06	8.32965E-06	5.4829E-05	9.02915E-05	0.008813909	5.45143E-06	5.01532E-06	5.45143E-06	8.13154E-08	7.19379E-08	285.9575607	127.1114595	0.57722563	13982.26054
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	300	Diesel	1.88884E-06	2.2855E-06	2.71993E-06	1.29134E-05	4.32119E-05	0.007350805	9.2303E-07	8.49187E-07	9.2303E-07	6.79052E-08	5.99963E-08	238.4887817	43.21789621	1.15445126	11776.87672
Los Angeles (SC)	2022	AirGrSupp - Passenger Stand	Aggregated	600	Diesel	5.99008E-07	7.248E-07	8.62572E-07	1.4525E-05	4.03511E-06	0.008294945	1.35114E-07	1.24305E-07	1.35114E-07	7.66729E-08	6.77022E-08	269.1203684	43.21789621	1.15445126	13289.50309
Los Angeles (SC)	2022	CHC - AE Barge and Dredge	Aggregated		Diesel	0.003488586	0.004221189	0.005023563	0.045762618	0.110011891	3.368749467	0.002819768	0.002594187	0.002819768	3.10411E-05	0.000195041	775301.1635	0	0	0
Los Angeles (SC)	2022	CHC - AE Charter Fishing	Aggregated		Diesel	0.002968503	0.003591888	0.004274644	0.012415206	0.016609103	0.224839779	0.000896253	0.000824553	0.000896253	1.9897E-06	1.30176E-05	51745.77219	0	0	0
Los Angeles (SC)	2022	CHC - AE Commercial Fishing	Aggregated		Diesel	0.002132215	0.00257998	0.00307039	0.009929917	0.019165488	0.171804732	0.001064325	0.000979179	0.001064325	1.52445E-06	9.94703E-06	39540.01633	0	0	0
Los Angeles (SC)	2022	CHC - AE Crew and Supply	Aggregated		Diesel	0.000703711	0.000851491	0.001013344	0.002625489	0.00330725	0.055169409	0.000123845	0.000113937	0.000123845	4.88957E-07	3.19416E-06	12696.96885	0	0	0
Los Angeles (SC)	2022	CHC - AE Ferry and Excursion	Aggregated		Diesel	0.009451675	0.011436526	0.013610411	0.05389606	0.064311027	1.106337722	0.00226367	0.002082576	0.00226367	9.94509E-06	6.40539E-05	254618.1993	0	0	0
Los Angeles (SC)	2022	CHC - AE Others	Aggregated		Diesel	0.000332789	0.000402674	0.000479216	0.001397717	0.001983793	0.024063127	0.000112421	0.000103427	0.000112421	2.12492E-07	1.39319E-06	5538.010647	0	0	0
Los Angeles (SC)	2022	CHC - AE Pilot Vessels	Aggregated		Diesel	6.16586E-05	7.46069E-05	8.87884E-05	0.000202481	0.000216489	0.003065196	1.39077E-05	1.2795E-05	1.39077E-05	2.64895E-08	1.77466E-07	705.4398136	0	0	0
Los Angeles (SC)	2022	CHC - AE Tow Boats	Aggregated		Diesel	8.92504E-05	0.000107993	0.000128521	0.000518365	0.000668614	0.010913175	2.57392E-05	2.36801E-05	2.57392E-05	9.82202E-08	6.31843E-07	2511.61379	0	0	0
Los Angeles (SC)	2022	CHC - AE Tug Boats	Aggregated		Diesel	0.002757227	0.003336244	0.003970406	0.016467901	0.020441128	0.346336857	0.000729218	0.000670881	0.000729218	3.11934E-06	2.0052E-05	79707.72854	0	0	0
Los Angeles (SC)	2022	CHC - AE Work Boats	Aggregated		Diesel	0.000283037	0.000342474	0.000407573	0.0017501	0.002387994	0.035315839	8.4599E-05	7.78311E-05	8.4599E-05	3.18021E-07	2.04469E-06	8127.76698	0	0	0
Los Angeles (SC)	2022	CHC - ME Barge and Dredge	Aggregated		Diesel	0.000573618	0.000694077	0.000826009	0.005316059	0.021179538	0.402727469	0.000587939	0.000540904	0.000587939	3.70621E-06	2.33168E-05	92685.75121	0	0	0
Los Angeles (SC)	2022	CHC - ME Charter Fishing	Aggregated		Diesel	0.024640739	0.029815294	0.035482664	0.16230943	0.324409068	3.744526299	0.013234946	0.012176151	0.013234946	3.38808E-05	0.000216798	861784.3578	0	0	0
Los Angeles (SC)	2022	CHC - ME Commercial Fishing	Aggregated		Diesel	0.00589029	0.007127251	0.008482017	0.02788115	0.104922136	0.669544365	0.004588096	0.004221048	0.004588096	6.01356E-06	3.87648E-05	154092.351	0	0	0
Los Angeles (SC)	2022	CHC - ME Crew and Supply	Aggregated		Diesel	0.013382343	0.016192635	0.019270574	0.098746991	0.108505243	2.070520163	0.002547947	0.002344112	0.002547947	1.87415E-05	0.000119877	476520.0581	0	0	0
Los Angeles (SC)	2022	CHC - ME Ferry and Excursion	Aggregated		Diesel	0.151080169	0.182807004	0.217555443	1.377014996	1.468778681	27.99195806	0.03777483	0.034752844	0.03777483	0.000254267	0.001620658	6442211.826	0	0	0
Los Angeles (SC)	2022	CHC - ME Others	Aggregated		Diesel	0.005898644	0.007137359	0.008494048	0.033332795	0.087168728	0.81008537	0.003966773	0.003649432	0.003966773	7.31268E-06	4.69017E-05	186437.1738	0	0	0
Los Angeles (SC)	2022	CHC - ME Pilot Vessels	Aggregated		Diesel	0.004390668	0.005312709	0.006322562	0.028604818	0.055307221	0.711848283	0.002335398	0.002148566	0.002335398	6.44967E-06	4.12141E-05	163828.3901	0	0	0
Los Angeles (SC)	2022	CHC - ME Tow Boats	Aggregated		Diesel	0.00077445	0.000937085	0.001115208	0.007075581	0.007471438	0.147120706	0.000170065	0.000156459	0.000170065	1.33697E-06	8.51789E-06	33859.10865	0	0	0
Los Angeles (SC)	2022	CHC - ME Tug Boats	Aggregated		Diesel	0.04698635	0.056853483	0.067660344	0.42113015	0.501814445	8.604972345	0.014843588	0.013656101	0.014843588	7.81476E-05	0.000498204	1980392.171	0	0	0
Los Angeles (SC)	2022	CHC - ME Work Boats	Aggregated		Diesel	0.00211061	0.002553838	0.003039278	0.014212617	0.025727141	0.321457304	0.001056984	0.000972425	0.001056984	2.90871E-06	1.86115E-05	73981.82149	0	0	0
Los Angeles (SC)	2022	CHE - Port Construction Equipment	Aggregated	50	Diesel	0.000370819	0.000448691	0.00053398	0.00346968	0.002421322	0.335418566	3.92024E-05	3.60662E-05	3.92024E-05	3.08999E-06	2.73764E-06	10882.28598	7644.576899	2.333227295	344005.9605
Los Angeles (SC)	2022	CHE - Port Construction Equipment	Aggregated	75	Diesel	0.001043846	0.001263054	0.001503139	0.010358385	0.011076438	1.508120786	0.00020311	0.000186861	0.00020311	1.3912E-05	1.23091E-05	48929.31801	23051.32174	7.201680399	1545777.807
Los Angeles (SC)	2022	CHE - Port Construction Equipment	Aggregated	100	Diesel	0.000783543	0.000948087	0.001128302	0.012511783	0.00474722	1.87160098	0.00011096	0.000102084	0.00011096	1.72804E-05	1.52758E-05	60722.03258	22767.48538	7.796362261	1909922.705
Los Angeles (SC)	2022	CHE - Port Construction Equipment	Aggregated	175	Diesel	0.002449504	0.0029639	0.003527286	0.034215004	0.022763492	5.141839188	0.000353945	0.000325629	0.000353945	4.74654E-05	4.1967E-05	166821.3097	42524.55695	14.0910154	5890187.549
Los Angeles (SC)	2022	CHE - Port Construction Equipment	Aggregated	300	Diesel	0.0042847	0.005184487	0.006169968	0.027138395	0.039835047	10.30873334	0.000520678	0.000479024	0.000520678	9.51808E-05	8.41385E-05	334455.5001	48177.38584	16.44557528	11822780.12
Los Angeles (SC)	2022	CHE - Port Construction Equipment	Aggregated	600	Diesel	0.015442664	0.018685623	0.022237436	0.101466805	0.139172097	42.73118511	0.001614689	0.001485514	0.001614689	0.000394608	0.000348766	1386366.241	128085.2583	43.53165845	48334310.39
Los Angeles (SC)	2022	CHE - Port Container Handling Equipment	Aggregated	175	Diesel	0.00601651	0.007279977	0.008663775	0.104188942	0.048413947	16.55207988	0.000669552	0.000615988	0.000669552	0.000152852	0.000135096	537014.0027	115377.8041	47.32529207	17555152.85
Los Angeles (SC)	2022	CHE - Port Container Handling Equipment	Aggregated	300	Diesel	0.033246689	0.040228494	0.047875233	0.263098246	0.264672333	120.5514915	0.003234426	0.002975672	0.003234426	0.001113561	0.000983925	3911160.377	507534.0894	207.1660895	128409051.6
Los Angeles (SC)	2022	CHE - Port Container Handling Equipment	Aggregated	600	Diesel	0.033669386	0.040739958	0.048483916	0.265079542	0.220170906	129.7992546	0.003148094	0.002896247	0.003148094	0.001199048	0.001059404	4211193.866	413428.5224	166.2786712	138070242
Los Angeles (SC)	2022	CHE - Port Forklift	Aggregated	50	Diesel	0.000278076	0.000336471	0.000400429	0.003610223	0.002923702	0.437611914	6.64282E-05	6.1114E-05	6.64282E-05	4.0376E-06	3.57173E-06	14197.8366	19337.32035	20.93232621	817358.5349
Los Angeles (SC)	2022	CHE - Port Forklift	Aggregated	75	Diesel	0.000312917	0.000378629	0.0004506	0.005036938	0.004700921	0.816438315	9.29613E-05	8.55244E-05	9.29613E-05	7.53899E-06	6.66366E-06	26488.44199	22432.02864	24.14672653	1527116.503
Los Angeles (SC)	2022	CHE - Port Forklift	Aggregated	100	Diesel	0.000909987	0.001101084	0.001310381	0.026557556	0.003816016	4.467740501	0.000160747	0.000147887	0.000160747	4.12792E-05	3.64651E-05	144950.9202	97348.32602	107.4537511	8390068.182
Los Angeles (SC)	2022	CHE - Port Forklift	Aggregated	175	Diesel	0.002626415	0.003177962	0.003782037	0.063339833	0.022983979	10.68513588	0.00044535	0.000409722	0.00044535	9.87106E-05	8.72106E-05	346667.4662	151972.657	162.3601448	22325757.58
Los Angeles (SC)	2022	CHE - Port Forklift	Aggregated	300	Diesel	0.001284643	0.001554417	0.001849885	0.011980894	0.00994641	5.892376285	0.000158415	0.000145741	0.000158415	5.44394E-05	4.80928E-05	191171.6593	58088.02534	64.60991418	12340190.14
Los Angeles (SC)	2022	CHE - Port Forklift	Aggregated	600	Diesel	0.000304362	0.000368278	0.000438281	0.003472425	0.001825356	1.816061132	3.66326E-05	3.3702E-05	3.66326E-05	1.67813E-05	1.48224E-05	58920.10339	11811.68666	13.01791249	3807658.262
Los Angeles (SC)	2022	CHE - Port Other General Industrial Equipment	Aggregated	50	Diesel	0.001405808	0.001701028	0.002024364	0.012530209	0.009133904	1.25313846	0.00017092	0.000157246	0.00017092	1.15437E-05	1.02279E-05	40656.69725	30314.94341	14.22888573	1383406.773
Los Angeles (SC)	2022	CHE - Port Other General Industrial Equipment	Aggregated	75	Diesel	0.000647755	0.000783784	0.000932768	0.006943592	0.007303657	1.04695865	0.00014416	0.000132627	0.00014416	9.66022E-06	8.54514E-06	33967.42038	18154.59492	9.450525614	1147613.134
Los Angeles (SC)	2022	CHE - Port Other General Industrial Equipment	Aggregated	100	Diesel	0.001248066	0.00151016	0.001797215	0.017676972	0.00755487	2.688310197	0.00018816	0.000173107	0.00018816	2.48173E-05	2.19416E-05	87219.2637	35782.43244	17.71299725	2985695.366
Los Angeles (SC)	2022	CHE - Port Other General Industrial Equipment	Aggregated	175	Diesel	0.002555664	0.003092353	0.003680156	0.034693691	0.024926005	5.410917902	0.000449988	0.000413989	0.000449988	4.99499E-05	4.41632E-05	175551.2723	49344.0117	26.11529229	6543462.908
Los Angeles (SC)	2022	CHE - Port Other General Industrial Equipment	Aggregated	300	Diesel	0.001745598	0.002112174	0.002513661	0.011316507	0.01665074	4.544707708	0.000218329	0.000200863	0.000218329	4.19657E-05	3.70933E-05	147448.0365	25268.07011	12.64064231	5742975.631
Los Angeles (SC)	2022	CHE - Port Other General Industrial Equipment	Aggregated	600	Diesel	0.00328018	0.003969018	0.004723459	0.032520021	0.032970435	6.551628095	0.000515657	0.000474404	0.000515657	6.04746E-05	5.34735E-05	212560.3582	17201.1392	7.786779801	7993660.473
Los Angeles (SC)	2022	CHE - Port RTG Crane	Aggregated	300	Diesel	0.000815247	0.000986449	0.001173956	0.00601625	0.006578085	2.284637198	9.44137E-05	8.68606E-05	9.44137E-05	2.10981E-05	1.86469E-05	74122.53781	31254.8942	16.82223682	7162033.039
Los Angeles (SC)	2022	CHE - Port RTG Crane	Aggregated	600	Diesel	0.009749757	0.011797206	0.01403965	0.069706926	0.072182816	33.33524695	0.00088371	0.000813013	0.00088371	0.000307908	0.000272078	1081525.375	210315.3259	109.8211631	104620221.8
Los Angeles (SC)	2022	CHE - Port RTG Crane	Aggregated	750	Diesel	0.010531685	0.012743339	0.015165627	0.075471867	0.074974945	36.78768747	0.000926395	0.000852283	0.000926395	0.000339804	0.000300256	1193536.006	175478.0435	91.06402098	115327853.5
Los Angeles (SC)	2022	CHE - Port RTG Crane	Aggregated	9999	Diesel	0.006476974	0.007837138	0.009326842	0.039295319	0.107517293	19.12941762	0.001415512	0.001302271	0.001415512	0.000176667	0.000156132	620632.8872	62511.86144	33.47189248	59980131.06
Los Angeles (SC)	2022	CHE - Port Yard Tractor	Aggregated	175	Diesel	0.021081385	0.025508476	0.030357195	1.809466587	0.126069821	290.3162668	0.004805627	0.004421177	0.004805627	0.002683485	0.002369522	9418991.55	2694911.587	1123.644107	466787726.3
Los Angeles (SC)	2022	CHE - Port Yard Tractor	Aggregated	300	Diesel	0.019008162	0.022999876	0.027371754	0.575363257	0.102921971	269.9944376	0.003848957	0.003541041	0.003848957	0.002495662	0.002203658	8759672.184	1971502.401	771.4201265	433619627.3
Los Angeles (SC)	2022	CHE - Port Yard Tractor	Aggregated	600	Diesel	0.000154562	0.000187019	0.000222569	0.004406838	0.000944973	2.170951403	3.10154E-05	2.85341E-05	3.10154E-05	2.00669E-05	1.7719E-05	70434.1274	10908.65418	4.960901195	3490769.337
Los Angeles (SC)	2022	CHE - Rail Container Handling Equipment	Aggregated	175	Diesel	0.001730736	0.00209419	0.002492259	0.022566849	0.016634162	3.463819122	0.000254472	0.000234114	0.000254472	3.19728E-05	2.82712E-05	112379.7967	25095.25445	8.397095169	3697553.138
Los Angeles (SC)	2022	CHE - Rail Container Handling Equipment	Aggregated	300	Diesel	0.003948885	0.004778151	0.005686394	0.024277005	0.035946837	10.0060689	0.000417774	0.000384352	0.000417774	9.23926E-05	8.16682E-05	324635.8858	49159.39408	12.11665937	10637731.31
Los Angeles (SC)	2022	CHE - Rail Container Handling Equipment	Aggregated	600	Diesel	0.001039691	0.001258027	0.001497156	0.006808936	0.009775073	2.405772483	0.000144159	0.000132627	0.000144159	2.22114E-05	1.96356E-05	78052.63873	7326.830613	3.353379623	2538113.477
Los Angeles (SC)	2022	CHE - Rail Forklift	Aggregated	75	Diesel	4.48485E-05	5.42667E-05	6.45819E-05	0.000556029	0.000585017	0.08676963	2.20006E-05	2.02405E-05	2.20006E-05	8.00883E-07	7.08202E-07	2815.145101	2617.385548	2.045439495	163150.3659
Los Angeles (SC)	2022	CHE - Rail Forklift	Aggregated	100	Diesel	0.000127676	0.000154488	0.000183854	0.002842725	0.00045455	0.439540818	1.89458E-05	1.74302E-05	1.89458E-05	4.05994E-06	3.58747E-06	14260.41776	9899.466153	4.117015167	814686.6412
Los Angeles (SC)	2022	CHE - Rail Forklift	Aggregated	175	Diesel	0.000145072	0.000175537	0.000208904	0.003351825	0.000731461	0.513888619	1.37001E-05	1.26041E-05	1.37001E-05	4.7468E-06	4.19429E-06	16672.55028	6814.377974	2.399324792	1058811.398
Los Angeles (SC)	2022	CHE - Rail Forklift	Aggregated	300	Diesel	3.5331E-05	4.27506E-05	5.08767E-05	0.000260752	0.000339347	0.117856272	6.44123E-06	5.92593E-06	6.44123E-06	1.08858E-06	9.61927E-07	3823.716954	1026.492691	0.802185483	246358.2458

Los Angeles (SC)	2022	CHE - Rail Other General Industrial Equipment	Aggregated	50	Diesel	0.000609747	0.000737794	0.000878035	0.004732348	0.003404759	0.430369356	9.29841E-05	8.55454E-05	9.29841E-05	3.96069E-06	3.51262E-06	13962.8598	10200.13553	2.825273242	476006.3248
Los Angeles (SC)	2022	CHE - Rail Other General Industrial Equipment	Aggregated	175	Diesel	1.26812E-05	1.53442E-05	1.82609E-05	0.000209885	0.000168658	0.037275867	2.34103E-06	2.15375E-06	2.34103E-06	3.44253E-07	3.04241E-07	1209.37446	398.5615484	0.871229557	45834.57806
Los Angeles (SC)	2022	CHE - Rail Other General Industrial Equipment	Aggregated	300	Diesel	0.000278567	0.000337066	0.000401137	0.001792445	0.002888728	0.700252503	3.81012E-05	3.50531E-05	3.81012E-05	6.46582E-06	5.71537E-06	22718.92128	4136.126328	3.036857812	949736.2826
Los Angeles (SC)	2022	CHE - Rail RTG Crane	Aggregated	300	Diesel	0.008198711	0.00992044	0.011806144	0.052290145	0.071984837	21.74620342	0.000754412	0.000694059	0.000754412	0.000200808	0.00017749	705531.6207	255052.6155	53.48522278	68192687.75
Los Angeles (SC)	2022	CHE - Rail RTG Crane	Aggregated	600	Diesel	0.001192138	0.001442487	0.001716679	0.007602242	0.008949724	3.58491499	9.56609E-05	8.8008E-05	9.56609E-05	3.31086E-05	2.92596E-05	116308.6188	30904.51268	6.195282921	11285210.25
Los Angeles (SC)	2022	CHE - Rail Yard Tractor	Aggregated	175	Diesel	0.012993378	0.015721987	0.018710464	0.883301036	0.057296166	142.6695358	0.002341823	0.002154478	0.002341823	0.001318661	0.00116445	4628755.966	1448241.899	337.3412772	228889858.6
Los Angeles (SC)	2022	CHE - Rail Yard Tractor	Aggregated	300	Diesel	0.005596046	0.006771216	0.008058306	0.137639423	0.025958488	66.54016278	0.000997444	0.000917648	0.000997444	0.000615029	0.000543092	2158822.301	534964.4391	141.3856824	106992887.8
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	50	Diesel	0.000196022	0.000237187	0.000282272	0.001627854	0.001609514	0.222638847	9.0365E-05	8.31358E-05	9.0365E-05	2.05253E-06	1.81715E-06	7223.272208	6315.673619	17.74363412	244436.504
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	75	Diesel	0.000123336	0.000149237	0.000177604	0.002219738	0.002258391	0.347060127	0.000111674	0.00010274	0.000111674	3.20504E-06	2.83266E-06	11259.9836	6175.496005	13.63458201	440850.7128
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	100	Diesel	0.000297414	0.000359871	0.000428276	0.006568299	0.004233884	1.047721075	0.000172916	0.000159082	0.000172916	9.67778E-06	8.55136E-06	33992.15644	15471.81083	40.53019582	1318901.289
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	175	Diesel	0.000349675	0.000423106	0.000503531	0.008998108	0.003976934	1.624931972	0.00017728	0.000163098	0.00017728	1.50128E-05	1.32625E-05	52719.1283	13539.40801	42.77149698	2020587.964
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	300	Diesel	0.000448809	0.000543059	0.000646285	0.004744923	0.005607594	2.331809563	0.000183144	0.000168493	0.000183144	2.15453E-05	1.90319E-05	75652.99323	14079.84926	43.51859736	2941412.683
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	600	Diesel	0.000632367	0.000765164	0.000910609	0.007349399	0.007107437	3.927390053	0.000237615	0.000218605	0.000237615	3.62917E-05	3.20548E-05	127419.845	12172.40957	36.04759352	4967478.324
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	750	Diesel	0.000267558	0.000323745	0.000385283	0.003851466	0.002574903	2.125753438	0.000100855	9.27866E-05	0.000100855	1.96456E-05	1.73501E-05	68967.7292	4109.103011	7.284228743	2625509.382
Los Angeles (SC)	2022	ConstMin - Bore/Drill Rigs	Aggregated	9999	Diesel	0.000317127	0.000383724	0.000456663	0.002280865	0.008877977	1.216641467	0.000203875	0.000187565	0.000203875	1.12389E-05	9.93006E-06	39472.5925	817.3827113	1.120650576	1521438.969
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	25	Diesel	7.08352E-06	8.57106E-06	1.02003E-05	3.99273E-05	3.51483E-05	0.004301273	2.69991E-06	2.48392E-06	2.69991E-06	3.95549E-08	3.51064E-08	139.5500519	337.097097	0.703722276	8427.427424
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	50	Diesel	0.000207001	0.000250471	0.000298081	0.000901202	0.000718327	0.06968766	7.43359E-05	6.83891E-05	7.43359E-05	6.38087E-07	5.68781E-07	2260.93939	3279.327721	7.506370945	135203.4155
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	75	Diesel	5.76636E-05	6.9773E-05	8.30356E-05	0.000240983	0.000525889	0.028110314	4.89905E-05	4.50712E-05	4.89905E-05	2.58164E-07	2.29433E-07	912.0081716	874.6303057	2.34574092	60860.76395
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	100	Diesel	0.001417369	0.001715017	0.002041011	0.011920111	0.015371371	1.574798108	0.001020914	0.000939241	0.001020914	1.45173E-05	1.28533E-05	51092.59028	39145.3334	88.19985861	3439404.155
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	175	Diesel	0.003441949	0.004164758	0.004956406	0.031683497	0.041920406	4.822207973	0.002253042	0.002072799	0.002253042	4.44804E-05	3.93582E-05	156451.227	71689.13731	156.9300676	10486109.09
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	300	Diesel	0.004286367	0.005186504	0.006172368	0.028449244	0.058899935	8.314988947	0.002439991	0.002244792	0.002439991	7.67476E-05	6.78658E-05	269770.6591	82158.17267	174.2885504	18123833.12
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	600	Diesel	0.005363382	0.006489692	0.00772327	0.052176721	0.071535786	14.49763986	0.002868491	0.002639012	0.002868491	0.000133877	0.000118328	470359.9588	86061.3176	173.5848281	31588256.59
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	750	Diesel	0.000153078	0.000185224	0.000220432	0.001445517	0.001893581	0.290933667	9.28395E-05	8.54124E-05	9.28395E-05	2.68523E-06	2.37456E-06	9439.022408	1001.912596	2.34574092	635235.7645
Los Angeles (SC)	2022	ConstMin - Cranes	Aggregated	9999	Diesel	0.000849395	0.001027768	0.001223128	0.008640121	0.012022559	0.800893914	0.000552906	0.000508673	0.000552906	7.37918E-06	6.53679E-06	25984.121	1860.465139	3.753185473	1745610.155
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	50	Diesel	0.000613396	0.00074221	0.000883291	0.002752633	0.002103075	0.225703123	0.000210644	0.000193793	0.000210644	2.06834E-06	1.84216E-06	7322.68925	7104.759396	20.81908657	298686.7145
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	75	Diesel	7.41707E-05	8.97465E-05	0.000106806	0.000290937	0.000710742	0.024291804	5.21103E-05	4.79414E-05	5.21103E-05	2.22365E-07	1.98266E-07	788.120844	507.0411405	2.498290388	35464.43606
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	100	Diesel	0.009193795	0.011124491	0.013239064	0.073149314	0.094621298	9.943753475	0.007572577	0.006966771	0.007572577	9.16591E-05	8.11596E-05	322614.1304	166072.3834	355.1736168	14510137.26
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	175	Diesel	0.006651019	0.008047733	0.009577467	0.067343417	0.079080976	10.87586806	0.004419638	0.004066067	0.004419638	0.000100353	8.87674E-05	352855.5615	106568.0614	235.0474873	15899231.96
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	300	Diesel	0.006327835	0.00765668	0.009112082	0.042392181	0.090950768	11.40936301	0.003659337	0.00336659	0.003659337	0.000105295	9.31217E-05	370164.2176	81293.53505	182.1670075	16704133.78
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	600	Diesel	0.013786774	0.016681997	0.019852955	0.116957075	0.179929863	39.89652134	0.006968171	0.006410718	0.006968171	0.00036845	0.00032563	1294398.697	151368.1903	318.7402153	58439984.18
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	750	Diesel	0.000276719	0.00033483	0.000398476	0.002072298	0.004220215	0.409753961	0.00015094	0.000138865	0.00015094	3.78008E-06	3.34436E-06	13294.01599	967.4687428	2.290099522	603221.3987
Los Angeles (SC)	2022	ConstMin - Crawler Tractors	Aggregated	9999	Diesel	0.001280378	0.001549257	0.001843744	0.006923682	0.026203389	2.300915307	0.000709721	0.000652943	0.000709721	2.12347E-05	1.87798E-05	74650.66314	3457.9635	6.24572597	3362347.916
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	25	Diesel	1.54555E-05	1.87011E-05	2.22559E-05	5.25162E-05	3.56713E-05	0.002763324	4.97151E-06	4.57379E-06	4.97151E-06	2.50846E-08	2.25539E-08	89.65299221	163.4736177	0.625821509	4086.840443
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	50	Diesel	0.006051332	0.007322111	0.008713918	0.065585014	0.056800531	9.024731192	0.00244725	0.00225147	0.00244725	8.32566E-05	7.36586E-05	292797.4646	372468.2039	509.0014941	13338708.67
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	75	Diesel	6.49364E-06	7.8573E-06	9.35084E-06	2.54715E-05	6.22254E-05	0.002126746	4.56225E-06	4.19727E-06	4.56225E-06	1.9468E-08	1.73582E-08	68.99993976	66.0090264	0.20860717	3498.478399
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	100	Diesel	0.004586893	0.005550141	0.006605126	0.077635795	0.057721984	11.71311	0.003029579	0.002787213	0.003029579	0.000108156	9.56008E-05	380018.9542	237525.2602	366.7314043	19329895.46
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	175	Diesel	0.007461894	0.009028891	0.010745127	0.144035677	0.079184516	24.7223962	0.003846393	0.003538681	0.003846393	0.000228347	0.000201781	802090.9179	278005.7126	469.9919533	40597248.65
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	300	Diesel	0.007504264	0.009080159	0.01080614	0.066607956	0.085548794	31.56303753	0.002724372	0.002506423	0.002724372	0.000291591	0.000257613	1024027.992	236932.3704	406.5753737	51794981.51
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	600	Diesel	0.011207087	0.013560575	0.016138205	0.112192145	0.109047588	56.13381493	0.003666757	0.003373416	0.003666757	0.000518649	0.000458157	1821199.805	272666.6071	424.098376	92511275.95
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	750	Diesel	0.000166152	0.000201043	0.000239258	0.001484764	0.00236713	0.447028085	7.90795E-05	7.27531E-05	7.90795E-05	4.12801E-06	3.64858E-06	14503.33389	1125.966245	2.294678867	722043.9056
Los Angeles (SC)	2022	ConstMin - Excavators	Aggregated	9999	Diesel	0.000271316	0.000328292	0.000390695	0.002918796	0.008093656	1.558501433	0.000112261	0.00010328	0.000112261	1.4401E-05	1.27203E-05	50563.86261	2123.965532	3.129107545	2557045.035
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	25	Diesel	4.85637E-06	5.87621E-06	6.99317E-06	2.28773E-05	1.79968E-05	0.001735045	2.16879E-06	1.99529E-06	2.16879E-06	1.58957E-08	1.41612E-08	56.29162018	95.7872322	0.419259876	2394.680805
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	50	Diesel	0.000183552	0.000222097	0.000264314	0.000781233	0.000559162	0.057960955	6.21912E-05	5.72159E-05	6.21912E-05	5.30371E-07	4.7307E-07	1880.479361	2142.520916	6.079268199	80002.65377
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	75	Diesel	5.87194E-05	7.10505E-05	8.45559E-05	0.000239054	0.000554616	0.025002447	4.65621E-05	4.28371E-05	4.65621E-05	2.29398E-07	2.04067E-07	811.1768655	533.7743515	1.677039503	37447.37985
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	100	Diesel	0.001842463	0.00222938	0.002653146	0.011260865	0.017530448	1.327939155	0.001393441	0.001281966	0.001393441	1.22222E-05	1.08385E-05	43083.52342	23068.91807	61.63120175	2067665.787
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	175	Diesel	0.010203803	0.012346602	0.014693477	0.098609522	0.115761534	15.09959957	0.006425898	0.005911826	0.006425898	0.000139297	0.000123241	489889.8789	155476.0881	329.5382624	23091941.44
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	300	Diesel	0.015217274	0.018412901	0.021912874	0.078501391	0.216951226	31.84480083	0.007179672	0.006605298	0.007179672	0.000293964	0.000259913	1033169.492	225712.7945	297.255252	48864148.23
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	600	Diesel	0.000728184	0.000881102	0.001048585	0.002938165	0.011536041	1.368686893	0.00035448	0.000326122	0.00035448	1.26323E-05	1.1171E-05	44405.5389	5944.076694	7.756307703	2092872.909
Los Angeles (SC)	2022	ConstMin - Graders	Aggregated	9999	Diesel	0.000794364	0.00096118	0.001143884	0.004035816	0.013265929	1.080835773	0.000406756	0.000374216	0.000406756	9.96903E-06	8.82164E-06	35066.52632	916.6838122	1.257779627	1658576.041
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	50	Diesel	0.004086232	0.004944341	0.005884174	0.032703276	0.027258061	3.742910583	0.001648908	0.001516995	0.001648908	3.44825E-05	3.05491E-05	121434.6118	128751.3736	195.3332512	4860131.181
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	75	Diesel	0.001093923	0.001323647	0.00157525	0.015016557	0.013056712	2.151028564	0.000713125	0.000656075	0.000713125	1.98545E-05	1.75564E-05	69787.75283	43903.56474	72.04071435	3092971.604
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	100	Diesel	0.001462256	0.001769329	0.002105648	0.018150043	0.017198543	2.606708069	0.001237246	0.001138266	0.001237246	2.40564E-05	2.12756E-05	84571.77254	47525.00573	69.77657762	3748404.028
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	175	Diesel	0.001491847	0.001805135	0.002148259	0.024576904	0.017429427	4.072360507	0.00084087	0.0007736	0.00084087	3.76062E-05	3.32381E-05	132123.2517	37095.19925	54.13345107	5864968.756
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	300	Diesel	0.000993606	0.001202263	0.001430793	0.007692412	0.011628402	3.43114806	0.00041075	0.00037789	0.00041075	3.16929E-05	2.80046E-05	111319.8201	23142.94067	35.60869595	4949537.9
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	600	Diesel	0.00241699	0.002924558	0.003480465	0.022996966	0.02272532	11.47474887	0.000788655	0.000725563	0.000788655	0.000106017	9.36554E-05	372285.5898	46328.67462	67.30661027	16572705.87
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	750	Diesel	0.000185132	0.00022401	0.000266591	0.001025128	0.001662636	0.503238593	8.38759E-05	7.71658E-05	8.38759E-05	4.64714E-06	4.10737E-06	16327.02192	1156.359355	1.6466449	736734.681
Los Angeles (SC)	2022	ConstMin - Off-Highway Tractors	Aggregated	9999	Diesel	0.000253775	0.000307068	0.000365437	0.001538381	0.004326011	0.6331482	0.000115615	0.000106366	0.000115615	5.84616E-06	5.16767E-06	20541.79607	557.488416	1.029153062	912372.9387
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	25	Diesel	4.8279E-05	5.84176E-05	6.95218E-05	0.000212245	0.000139167	0.014746079	1.49766E-05	1.37784E-05	1.49766E-05	1.34886E-07	1.20356E-07	478.4202804	871.9965583	0.611817466	21799.91396
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	50	Diesel	0.000358003	0.000433183	0.000515524	0.003192514	0.00255869	0.346247732	0.000153753	0.000141453	0.000153753	3.19049E-06	2.82603E-06	11233.62635	17830.15137	11.01271439	514315.7853
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	75	Diesel	5.3605E-05	6.4862E-05	7.71912E-05	0.000798122	0.000453516	0.103707529	1.84136E-05	1.69405E-05	1.84136E-05	9.57219E-07	8.46447E-07	3364.676557	2391.642177	1.631513243	170485.8883
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	100	Diesel	0.000131627	0.000159269	0.000189544	0.001864432	0.001433956	0.255875863	9.14028E-05	8.40906E-05	9.14028E-05	2.36175E-06	2.08842E-06	8301.610574	4801.921736	3.670904797	419369.9284
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	175	Diesel	0.003309222	0.004004159	0.00476528	0.05365975	0.03017881	8.564558195	0.001477562	0.001359357	0.001477562	7.90843E-05	6.99028E-05	277867.6585	89312.20319	63.62901648	14094869.21
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	300	Diesel	0.005952604	0.00720265	0.008571749	0.043433845	0.054651821	17.46134399	0.002159785	0.001987002	0.002159785	0.000161264	0.00014252	566527.0532	136617.6088	107.2719957	28806581.59
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	600	Diesel	0.022791962	0.027578274	0.032820425	0.174504945	0.210663128	74.68614399	0.007624768	0.007014787	0.007624768	0.000689827	0.000609578	2423109.69	326191.7107	239.6285076	122658936.4
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	750	Diesel	0.010482675	0.012684037	0.015095052	0.084513671	0.108155934	25.42087961	0.004215757	0.003878496	0.004215757	0.000234714	0.000207482	824752.4427	63078.92175	51.59660631	41824449.13
Los Angeles (SC)	2022	ConstMin - Off-Highway Trucks	Aggregated	9999	Diesel	0.014661533	0.017740455	0.021112607	0.105113585	0.299055765	44.90302469	0.006216522	0.0057192	0.006216522	0.000414711	0.000366492	1456829.184	57992.77992	40.99177023	73528600.02
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	50	Diesel	0.002598069	0.003143664	0.00374122	0.017663467	0.016206759	2.023378688	0.001188858	0.001093749	0.001188858	1.86292E-05	1.65145E-05	65646.29317	71728.72153	150.8008412	2735434.255
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	75	Diesel	0.000450479	0.00054508	0.00064869	0.00232977	0.004519182	0.263886538	0.000354551	0.000326187	0.000354551	2.42625E-06	2.15381E-06	8561.5081	5510.174727	18.26658911	403625.2964
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	100	Diesel	0.003903695	0.00472347	0.00562132	0.041633765	0.044571391	6.073989703	0.003099571	0.002851605	0.003099571	5.60399E-05	4.95751E-05	197063.9066	111800.7172	247.6137634	9180560.609
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	175	Diesel	0.001609363	0.001947329	0.002317482	0.020725202	0.019730743	3.446705907	0.001031675	0.000949141	0.001031675	3.18182E-05	2.81316E-05	111824.5773	34321.85498	83.01149938	5225302.611
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	300	Diesel	0.001668043	0.002018332	0.002401981	0.011948731	0.02316644	4.527348858	0.000893524	0.000822042	0.000893524	4.18075E-05	3.69516E-05	146884.8477	31134.13335	76.51671215	6818557.491
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	600	Diesel	0.00488573	0.005911733	0.007035451	0.045731102	0.062454201	17.43738949	0.002302425	0.002118231	0.002302425	0.000161071	0.000142322	565736.8982	69147.75439	154.8600832	26349039.79
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	750	Diesel	0.001015204	0.001228397	0.001461894	0.007165559	0.014170845	3.450227089	0.000465925	0.000428651	0.000465925	3.18686E-05	2.81603E-05	111938.8182	8515.429494	17.0488165	5229524.054
Los Angeles (SC)	2022	ConstMin - Other Construction Equipment	Aggregated	9999	Diesel	0.000223929	0.000270954	0.000322457	0.002091115	0.00609026	1.116038756	0.00011077	0.000101908	0.00011077	1.03116E-05	9.10896E-06	36208.64835	1836.724909	3.856279922	1686472.836
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	50	Diesel	0.000378917	0.00045849	0.000545641	0.00214817	0.001856918	0.247551904	0.000138473	0.000127395	0.000138473	2.27737E-06	2.02049E-06	8031.548898	8668.167471	24.42914185	336160.2622
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	75	Diesel	0.000622417	0.000753124	0.00089628	0.002990726	0.005626763	0.37814614	0.000542394	0.000499002	0.000542394	3.47748E-06	3.08638E-06	12268.53505	7984.230128	23.61483712	576315.7259
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	100	Diesel	0.000759852	0.000919421	0.001094187	0.012987887	0.010832364	2.010132441	0.000570175	0.000524561	0.000570175	1.85619E-05	1.64064E-05	65216.53329	37551.43914	94.45934847	3047853.064
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	175	Diesel	0.001117683	0.001352397	0.001609464	0.018548492	0.013657541	3.268247191	0.000656171	0.000603678	0.000656171	3.0183E-05	2.6675E-05	106034.6808	31195.54266	80.81974427	4925612.911
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	300	Diesel	0.000597423	0.000722882	0.000860289	0.004898021	0.00962572	2.552279161	0.000294372	0.000270823	0.000294372	2.35792E-05	2.08314E-05	82805.88655	17492.61032	38.88305077	3853825.276
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	600	Diesel	8.01828E-05	9.70212E-05	0.000115463	0.000855339	0.001118953	0.464167	3.24118E-05	2.98188E-05	3.24118E-05	4.28905E-06	3.78847E-06	15059.38712	1860.421199	4.275099823	700961.36
Los Angeles (SC)	2022	ConstMin - Pavers	Aggregated	750	Diesel	7.84223E-06	9.4891E-06	1.12928E-05	0.00016966	4.6967E-05	0.095744426	1.59475E-06	1.46717E-06	1.59475E-06	8.84969E-07	7.81453E-07	3106.322473	192.7861467	0.407152364	144589.6101
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	50	Diesel	0.000249959	0.00030245	0.000359941	0.00224628	0.002030162	0.308214888	9.9633E-05	9.16624E-05	9.9633E-05	2.8421E-06	2.51561E-06	9999.692597	14172.41813	30.08082237	492433.7537
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	75	Diesel	3.88684E-05	4.70308E-05	5.59705E-05	0.000350185	0.000496744	0.047712457	3.64781E-05	3.35599E-05	3.64781E-05	4.39959E-07	3.89423E-07	1547.978119	1221.491977	3.048731997	83605.73102
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	100	Diesel	0.000521241	0.000630702	0.000750587	0.008346188	0.0065923	1.281560471	0.000349593	0.000321625	0.000349593	1.1833E-05	1.04599E-05	41578.81811	25401.2751	55.08042475	2260981.063
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	175	Diesel	0.0005257	0.000636097	0.000757008	0.008165876	0.006032893	1.389236005	0.000319327	0.000293781	0.000319327	1.28284E-05	1.13388E-05	45072.23222	16932.09379	36.78803277	2458587.284
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	300	Diesel	0.000288009	0.00034849	0.000414732	0.002045978	0.003965814	0.932376785	0.000151587	0.00013946	0.000151587	8.61165E-06	7.60993E-06	30249.93797	7133.921782	15.24365999	1646553.583
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	600	Diesel	0.000263083	0.000318331	0.00037884	0.002076388	0.003531358	0.998574863	0.000113667	0.000104574	0.000113667	9.22443E-06	8.15023E-06	32397.66168	4444.828439	9.552693591	1766646.44
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	750	Diesel	3.84043E-05	4.64692E-05	5.53022E-05	0.000368993	0.000439824	0.199316063	1.10689E-05	1.01834E-05	1.10689E-05	1.84162E-06	1.62679E-06	6466.590168	549.7990881	1.016243999	351727.4656
Los Angeles (SC)	2022	ConstMin - Paving Equipment	Aggregated	9999	Diesel	1.42814E-05	1.72805E-05	2.05652E-05	0.000168959	0.000401006	0.09045265	6.60477E-06	6.07638E-06	6.60477E-06	8.35851E-07	7.38262E-07	2934.636621	189.4577939	0.4064976	159715.7064
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	50	Diesel	0.005251978	0.006354894	0.007562849	0.037967311	0.035613463	5.076095084	0.002154584	0.001982217	0.002154584	4.67735E-05	4.14304E-05	164688.3147	213769.2814	617.3209126	7633420.685
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	75	Diesel	0.000171766	0.000207837	0.000247343	0.000673935	0.001545858	0.056320054	0.00011177	0.000102828	0.00011177	5.15554E-07	4.59677E-07	1827.242138	1349.139761	5.86329225	93640.82461
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	100	Diesel	0.003685373	0.004459302	0.005306938	0.051355207	0.046708483	7.886851706	0.002672474	0.002458676	0.002672474	7.28073E-05	6.43714E-05	255880.2178	151062.27	455.2427626	13186839.02
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	175	Diesel	0.002111749	0.002555216	0.003040918	0.045304411	0.026655331	8.209337482	0.001223719	0.001125821	0.001223719	7.5836E-05	6.70035E-05	266342.9136	95537.27497	266.3609908	13736635.93
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	300	Diesel	0.00047016	0.000568893	0.00067703	0.003978942	0.006633543	1.359624359	0.0002494	0.000229448	0.0002494	1.25563E-05	1.10971E-05	44111.51497	10510.37284	34.13273703	2272965.688
Los Angeles (SC)	2022	ConstMin - Rollers	Aggregated	600	Diesel	0.000188404	0.000227968	0.000271301	0.002093487	0.002604257	0.796892286	8.81237E-05	8.10738E-05	8.81237E-05	7.36201E-06	6.50413E-06	25854.2926	3794.335973	12.35479438	1325218.228
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	25	Diesel	1.4549E-06	1.76043E-06	2.09506E-06	1.80899E-05	2.25606E-05	0.002656903	1.26239E-06	1.1614E-06	1.26239E-06	2.45207E-08	2.16853E-08	86.20029709	149.0685375	0.483312357	3726.713436
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	50	Diesel	0.000285586	0.00034556	0.000411245	0.00187685	0.001756805	0.255911508	0.000103317	9.50514E-05	0.000103317	2.35746E-06	2.08872E-06	8302.767049	7522.99219	27.54880435	359353.161
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	75	Diesel	1.95077E-05	2.36043E-05	2.80911E-05	7.91096E-05	0.000194546	0.007054825	1.32688E-05	1.22073E-05	1.32688E-05	6.46401E-08	5.75805E-08	228.8860252	165.9077611	0.724968535	11006.36504
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	100	Diesel	0.004105183	0.004967271	0.005911463	0.123023751	0.073803042	20.21781689	0.001982413	0.00182382	0.001982413	0.000186801	0.000165015	655944.8031	327439.5325	1158.983032	31528651.48
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	175	Diesel	0.001754102	0.002122463	0.002525906	0.025299841	0.018841658	4.446841364	0.001257763	0.001157142	0.001257763	4.10606E-05	3.62945E-05	144272.8707	55355.22112	202.0245652	6939528.1
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	300	Diesel	5.95166E-05	7.20151E-05	8.57039E-05	0.000610253	0.000968119	0.32637305	2.23024E-05	2.05182E-05	2.23024E-05	3.0157E-06	2.66381E-06	10588.81417	2421.811628	9.666247139	509210.6015
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	600	Diesel	1.31423E-05	1.59021E-05	1.89248E-05	0.000217552	0.000136458	0.121340464	2.06561E-06	1.90036E-06	2.06561E-06	1.12146E-06	9.90365E-07	3936.757727	494.6867021	1.933249428	190555.1396
Los Angeles (SC)	2022	ConstMin - Rough Terrain Forklifts	Aggregated	750	Diesel	3.56865E-06	4.31806E-06	5.13885E-06	3.85554E-05	5.2965E-05	0.020879206	3.75109E-07	3.451E-07	3.75109E-07	1.92932E-07	1.70413E-07	677.4028394	52.17398811	0.241656178	32608.74257
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	50	Diesel	0.000401035	0.000485252	0.00057749	0.002406836	0.001752722	0.225492627	0.000142668	0.000131254	0.000142668	2.07276E-06	1.84044E-06	7315.859953	7759.963377	8.16832542	321873.5949
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	75	Diesel	0.000314657	0.000380734	0.000453105	0.001924711	0.003073194	0.226693888	0.000231025	0.000212543	0.000231025	2.08646E-06	1.85025E-06	7354.833538	5225.805176	6.972960725	357621.6496
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	100	Diesel	0.000773575	0.000936026	0.001113948	0.005698101	0.00783445	0.719223932	0.000598863	0.000550954	0.000598863	6.62637E-06	5.87021E-06	23334.42838	13407.9386	15.53974104	1133283.434
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	175	Diesel	0.001020246	0.001234498	0.001469155	0.00729852	0.011232779	1.012764399	0.000717185	0.000659811	0.000717185	9.3329E-06	8.26605E-06	32858.02555	11272.28161	14.34437635	1606559.102
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	300	Diesel	0.000912669	0.001104329	0.001314243	0.006257247	0.012197902	1.095020344	0.000558306	0.000513642	0.000558306	1.00966E-05	8.93741E-06	35526.72911	7828.466442	11.15673716	1731889.403
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	600	Diesel	0.008336147	0.010086738	0.012004051	0.080091838	0.104238589	11.39370317	0.004676219	0.004302121	0.004676219	0.00010509	9.29939E-05	369656.1513	48639.45136	66.94042296	17952407.05
Los Angeles (SC)	2022	ConstMin - Rubber Tired Dozers	Aggregated	750	Diesel	0.000127699	0.000154515	0.000183886	0.000671663	0.002231365	0.325752806	6.25799E-05	5.75735E-05	6.25799E-05	3.00792E-06	2.65875E-06	10568.69103	794.7265775	0.796909797	516931.8596
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	50	Diesel	0.001172034	0.001418161	0.001687729	0.007465492	0.005713232	0.706322175	0.000426344	0.000392236	0.000426344	6.49514E-06	5.76491E-06	22915.8451	26410.76017	30.73299419	1097832.076
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	100	Diesel	0.011975983	0.01449094	0.017245416	0.126468707	0.12408256	17.19022487	0.008775721	0.008073663	0.008775721	0.000158573	0.000140304	557717.9142	349997.2498	381.8782184	30084414.97
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	175	Diesel	0.018868236	0.022830566	0.02717026	0.255541968	0.194928785	40.76256342	0.010514321	0.009673176	0.010514321	0.000376304	0.000332699	1322496.478	472179.4544	500.8647432	70864021.62
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	300	Diesel	0.020881559	0.025266686	0.030069445	0.138593117	0.260198806	59.0913531	0.008773985	0.008072066	0.008773985	0.000545702	0.000482296	1917153.874	492351.0526	461.8255344	102750791.9
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	600	Diesel	0.029293775	0.035445468	0.042183036	0.202778304	0.330167999	76.14720295	0.012396026	0.011404344	0.012396026	0.00070314	0.000621503	2470512.139	402293.1073	413.2341787	132679701
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	750	Diesel	0.002058503	0.002490789	0.002964245	0.020687108	0.018209605	7.406419496	0.000643127	0.000591677	0.000643127	6.84143E-05	6.04502E-05	240293.1238	20033.30335	19.93491515	12944899.71
Los Angeles (SC)	2022	ConstMin - Rubber Tired Loaders	Aggregated	9999	Diesel	0.001683373	0.002036882	0.002424058	0.011406649	0.03772436	5.285917661	0.000791987	0.000728628	0.000791987	4.88204E-05	4.31429E-05	171495.7771	9549.461749	8.098559281	9148659.138
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	25	Diesel	3.35776E-07	4.06289E-07	4.83518E-07	9.46012E-06	8.6797E-06	0.001805065	3.02594E-08	2.78386E-08	3.02594E-08	1.66786E-08	1.47327E-08	58.56335263	84.43520914	0.205317872	2110.880228
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	50	Diesel	6.90852E-05	8.35931E-05	9.94827E-05	0.000235552	0.000167153	0.014366935	2.32879E-05	2.14248E-05	2.32879E-05	1.30757E-07	1.17261E-07	466.1193715	441.1739677	1.231907234	17086.63728
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	75	Diesel	0.000201125	0.000243361	0.00028962	0.001052437	0.001868814	0.126784245	0.000161524	0.000148602	0.000161524	1.16615E-06	1.0348E-06	4113.375203	2429.388601	5.543582555	164717.9651
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	100	Diesel	0.000489684	0.000592517	0.000705145	0.004297319	0.006183267	0.571408703	0.000459604	0.000422835	0.000459604	5.26827E-06	4.66376E-06	18538.72607	8195.609758	13.55097958	739105.4717
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	175	Diesel	0.004752809	0.005750899	0.006844045	0.049460799	0.056457164	7.708796189	0.003012465	0.002771468	0.003012465	7.11291E-05	6.29182E-05	250103.4026	59699.21099	133.6619349	9964983.941
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	300	Diesel	0.004828333	0.005842283	0.0069528	0.030392477	0.062718799	9.08573723	0.002734498	0.002515738	0.002734498	8.38573E-05	7.41566E-05	294776.7383	53032.34761	130.5821669	11844728.11
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	600	Diesel	0.043043156	0.052082218	0.061982144	0.385982277	0.56425861	112.5905865	0.021527856	0.019805628	0.021527856	0.001039665	0.000918949	3652877.582	346083.9734	720.6657322	146182580
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	750	Diesel	0.001856932	0.002246887	0.002673981	0.020851788	0.030850143	1.729922236	0.001249135	0.001149204	0.001249135	1.59383E-05	1.41194E-05	56125.42179	3598.816247	9.855257876	2239537.284
Los Angeles (SC)	2022	ConstMin - Scrapers	Aggregated	9999	Diesel	0.002038274	0.002466311	0.002935114	0.024766922	0.033816299	2.601806701	0.001258804	0.0011581	0.001258804	2.39938E-05	2.12356E-05	84412.75304	2118.854665	5.338264683	3384163.182
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	50	Diesel	0.001964731	0.002377324	0.002829212	0.023815481	0.022360163	3.841963227	0.000670874	0.000617204	0.000670874	3.54619E-05	3.13576E-05	124648.2657	134624.1737	427.5717884	5866175.909
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	75	Diesel	0.005141487	0.0062212	0.007403742	0.124440782	0.08282225	20.12380499	0.003028213	0.002785956	0.003028213	0.0001859	0.000164248	652894.6906	485436.1672	1359.2416	34253162.31
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	100	Diesel	9.87994E-05	0.000119547	0.000142271	0.001913264	0.001760321	0.293196613	0.000115084	0.000105878	0.000115084	2.70778E-06	2.39303E-06	9512.441212	6662.956663	20.5624509	503275.7036
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	175	Diesel	3.37605E-05	4.08502E-05	4.86151E-05	0.000749158	0.00041185	0.137863926	1.86722E-05	1.71784E-05	1.86722E-05	1.27361E-06	1.12523E-06	4472.84324	1545.447553	5.723568808	235269.9321
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	300	Diesel	2.08075E-05	2.51771E-05	2.99628E-05	0.000238213	0.000301344	0.128117664	8.6376E-06	7.94659E-06	8.6376E-06	1.18389E-06	1.04568E-06	4156.636498	1063.554631	3.603728509	218129.6789
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	600	Diesel	9.25182E-06	1.11947E-05	1.33226E-05	6.95448E-05	0.000145611	0.037039216	6.30572E-06	5.80126E-06	6.30572E-06	3.42168E-07	3.02309E-07	1201.696559	133.1864861	0.42396806	62970.57062
Los Angeles (SC)	2022	ConstMin - Skid Steer Loaders	Aggregated	9999	Diesel	2.48762E-05	3.01001E-05	3.58217E-05	0.000166072	0.000443376	0.050137686	1.47668E-05	1.35854E-05	1.47668E-05	4.62801E-07	4.09217E-07	1626.662009	85.48150834	0.42396806	85481.50834
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	50	Diesel	2.10071E-05	2.54186E-05	3.02502E-05	0.000224126	0.000232382	0.035609365	9.17541E-06	8.44138E-06	9.17541E-06	3.28596E-07	2.90639E-07	1155.306637	1829.111308	7.50022009	66172.17674
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	75	Diesel	1.89794E-05	2.29651E-05	2.73304E-05	0.000154106	0.000266133	0.021471746	1.63365E-05	1.50296E-05	1.63365E-05	1.97948E-07	1.7525E-07	696.6271679	669.6050043	2.692386699	44472.00969
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	100	Diesel	7.08845E-05	8.57703E-05	0.000102074	0.001370747	0.001032911	0.220300148	4.87837E-05	4.4881E-05	4.87837E-05	2.03466E-06	1.79806E-06	7147.395687	5124.631212	18.46208022	456731.5992
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	175	Diesel	9.16787E-05	0.000110931	0.000132017	0.00106705	0.001151839	0.180838856	6.25359E-05	5.7533E-05	6.25359E-05	1.66919E-06	1.47598E-06	5867.117516	2723.89516	10.96186013	376017.0783
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	300	Diesel	0.000119386	0.000144457	0.000171916	0.000927716	0.002021333	0.366695124	6.66676E-05	6.13342E-05	6.66676E-05	3.3867E-06	2.99292E-06	11897.01945	3360.766849	13.65424683	762053.1361
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	600	Diesel	0.000227151	0.000274853	0.000327098	0.002587445	0.003049808	1.285901835	0.000114661	0.000105488	0.000114661	1.1882E-05	1.04954E-05	41719.66887	6493.498923	22.6929736	2675850.602
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	750	Diesel	0.000100114	0.000121138	0.000144164	0.000963011	0.001421859	0.497914464	5.7185E-05	5.26102E-05	5.7185E-05	4.60046E-06	4.06391E-06	16154.28643	1621.507394	5.577086733	1035967.915
Los Angeles (SC)	2022	ConstMin - Surfacing Equipment	Aggregated	9999	Diesel	4.82117E-05	5.83361E-05	6.94248E-05	0.000448466	0.001322734	0.212482284	2.57003E-05	2.36443E-05	2.57003E-05	1.96306E-06	1.73425E-06	6893.753691	511.2109072	1.923133356	441985.8764
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	50	Diesel	0.003321878	0.004019473	0.004783505	0.021733319	0.017903145	2.342755867	0.001333836	0.001227129	0.001333836	2.15603E-05	1.91213E-05	76008.13404	81424.77905	115.1754155	2901794.532
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	75	Diesel	0.000553405	0.00066962	0.000796904	0.005027161	0.005711326	0.694548262	0.000419339	0.000385792	0.000419339	6.40484E-06	5.66881E-06	22533.85346	13100.09715	22.01583164	958035.1114
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	100	Diesel	0.001548018	0.001873102	0.002229147	0.020179609	0.017994885	2.926258624	0.001165089	0.001071882	0.001165089	2.70083E-05	2.38837E-05	94939.23834	50904.45886	71.75530314	4027483.213
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	175	Diesel	0.000453257	0.000548441	0.000652691	0.005498332	0.005124007	0.90317387	0.0002468	0.000227056	0.0002468	8.33669E-06	7.37158E-06	29302.48154	7777.716952	10.80406553	1243130.664
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	300	Diesel	0.000149335	0.000180695	0.000215042	0.001138287	0.002036164	0.542397008	6.48499E-05	5.96619E-05	6.48499E-05	5.01025E-06	4.42697E-06	17597.47359	3560.051999	4.892407032	746556.5035
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	600	Diesel	5.97711E-05	7.23231E-05	8.60704E-05	0.000972374	0.000818992	0.073250086	4.13571E-05	3.80486E-05	4.13571E-05	6.7544E-07	5.97857E-07	2376.518375	305.5198994	0.407700586	100821.5668
Los Angeles (SC)	2022	ConstMin - Sweepers/Scrubbers	Aggregated	9999	Diesel	7.40167E-06	8.95602E-06	1.06584E-05	0.00016611	0.0004021	0.094115262	3.13685E-06	2.8859E-06	3.13685E-06	8.6992E-07	7.68156E-07	3053.466033	152.7599497	0.203850293	129540.4374
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	50	Diesel	0.007496186	0.009070385	0.010794507	0.062756144	0.053140114	7.587609821	0.002870849	0.002641181	0.002870849	6.99263E-05	6.19291E-05	246171.6444	309366.2746	598.3998931	11712232.61
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	75	Diesel	0.002783917	0.00336854	0.004008841	0.011236012	0.02642512	1.117380133	0.002139321	0.001968175	0.002139321	1.02472E-05	9.11991E-06	36252.16783	26526.97668	115.7184462	1903139.086
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	100	Diesel	0.046623557	0.056414504	0.067137922	0.801049837	0.581766159	121.1840651	0.030570364	0.028124735	0.030570364	0.001119008	0.000989088	3931683.53	2471598.783	3947.354277	205552457
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	175	Diesel	0.006677429	0.00807969	0.009615498	0.124442051	0.070829302	21.14546895	0.00360337	0.0033151	0.00360337	0.0001953	0.000172586	686041.4525	252326.3914	454.5337167	36186785.74
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	0.003998663	0.004838382	0.005758075	0.031208696	0.050661431	13.33045847	0.00178204	0.001639477	0.00178204	0.000123127	0.000108801	432492.0443	108790.7579	193.0725788	22730932.26
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	600	Diesel	0.00449052	0.005433529	0.006466349	0.040545793	0.049291019	17.40092968	0.001810581	0.001665735	0.001810581	0.000160746	0.000142024	564553.9997	88040.81909	162.4228281	29846098.95
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	750	Diesel	0.000129609	0.000156827	0.000186638	0.001555584	0.001416765	0.329309343	5.40369E-05	4.9714E-05	5.40369E-05	3.04074E-06	2.68778E-06	10684.07897	890.5522455	1.876515344	578246.7992
Los Angeles (SC)	2022	ConstMin - Tractors/Loaders/Backhoes	Aggregated	9999	Diesel	0.001522261	0.001841936	0.002192055	0.011469025	0.035756856	5.942070974	0.000677931	0.000623696	0.000677931	5.48917E-05	4.84984E-05	192783.9487	5465.499433	8.757071606	10115287.78
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	50	Diesel	0.002724265	0.003296361	0.003922942	0.020619395	0.01948036	2.690240281	0.001256775	0.001156233	0.001256775	2.47909E-05	2.19574E-05	87281.88315	75591.19967	196.2209796	3013372.126
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	75	Diesel	0.000219478	0.000265569	0.000316049	0.001334272	0.002215592	0.160605911	0.000152052	0.000139887	0.000152052	1.4783E-06	1.31084E-06	5210.681916	2838.815499	10.47998414	200229.733
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	100	Diesel	0.001382588	0.001672932	0.001990927	0.012431135	0.015768233	1.773469665	0.001124857	0.001034869	0.001124857	1.63551E-05	1.44748E-05	57538.27014	26419.19637	80.04924055	2211075.294
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	175	Diesel	0.000250442	0.000303034	0.000360636	0.002617004	0.003163969	0.414564691	0.00016119	0.000148294	0.00016119	3.82534E-06	3.38362E-06	13450.09483	3685.747893	12.48678961	518265.5051
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	300	Diesel	0.000445645	0.00053923	0.000641729	0.002718796	0.006157602	0.895215961	0.000258143	0.000237492	0.000258143	8.26335E-06	7.30663E-06	29044.29595	4950.670079	16.05444379	1113424.321
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	600	Diesel	0.000416937	0.000504494	0.000600389	0.004694606	0.005171985	1.358338032	0.000215116	0.000197907	0.000215116	1.2546E-05	1.10866E-05	44069.78149	4437.671029	12.04083284	1687167.493
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	750	Diesel	3.54822E-05	4.29335E-05	5.10944E-05	0.000772622	0.00021393	0.436327207	7.2579E-06	6.67727E-06	7.2579E-06	4.033E-06	3.56124E-06	14156.1557	841.0739144	1.783827087	544360.0015
Los Angeles (SC)	2022	ConstMin - Trenchers	Aggregated	9999	Diesel	6.42003E-05	7.76824E-05	9.24484E-05	0.000932903	0.000888119	0.035106372	4.12665E-05	3.79651E-05	4.12665E-05	3.2265E-07	2.86533E-07	1138.987576	50.9433019	0.222978386	43811.23964
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	50	Diesel	0.001981361	0.002397447	0.002853161	0.046090092	0.043046193	8.697745958	0.00035945	0.000330694	0.00035945	8.03555E-05	7.09898E-05	282188.7887	345146.8993	1140.475579	15921247.27
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	75	Diesel	0.001790132	0.002166059	0.00257779	0.064672843	0.033631293	10.72527064	0.000611901	0.000562949	0.000611901	9.91067E-05	8.75382E-05	347969.5943	301851.1379	1000.001711	21827435.19
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	100	Diesel	0.000696803	0.000843131	0.001003396	0.026601395	0.013114499	4.451267283	0.000255648	0.000235196	0.000255648	4.11333E-05	3.63306E-05	144416.4648	115340.597	381.5937638	9058029.385
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	175	Diesel	0.000132749	0.000160627	0.000191159	0.00500941	0.001261945	0.927528975	4.77022E-05	4.3886E-05	4.77022E-05	8.57148E-06	7.57037E-06	30092.65612	14474.13824	47.90105074	1888344.449
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	300	Diesel	6.45654E-06	7.81241E-06	9.29742E-06	0.000100428	7.13973E-05	0.055427076	9.53792E-07	8.77488E-07	9.53792E-07	5.12257E-07	4.52388E-07	1798.270451	490.6279125	1.61464216	112844.4199
Los Angeles (SC)	2022	Industrial - Aerial Lifts	Aggregated	600	Diesel	3.68525E-06	4.45915E-06	5.30675E-06	7.0745E-05	1.95031E-05	0.039361257	6.73109E-07	6.19261E-07	6.73109E-07	3.63804E-07	3.21261E-07	1277.032639	163.5426375	0.538214053	80135.89237
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	50	Diesel	0.007072406	0.008557611	0.010184264	0.052825848	0.042945846	5.853932407	0.002686643	0.002471712	0.002686643	5.39103E-05	4.7779E-05	189924.39	387133.5497	528.698956	16413945.53
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	75	Diesel	0.001335738	0.001616243	0.001923462	0.005381934	0.012668069	0.531694584	0.001025107	0.000943098	0.001025107	4.87571E-06	4.33962E-06	17250.24522	22865.342	47.62660017	1675097.985
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	100	Diesel	0.038599056	0.046704858	0.055582641	0.485819151	0.436140326	69.97602956	0.028701942	0.026405787	0.028701942	0.000645805	0.000571135	2270295.214	2652818.911	3480.237342	218704718.3
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	175	Diesel	0.009547328	0.011552267	0.013748152	0.135037787	0.105065666	22.28568953	0.005618811	0.005169306	0.005618811	0.000205756	0.000181893	723034.6536	492545.7212	657.159694	69592622.25
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	300	Diesel	0.001787588	0.002162982	0.002574127	0.012011425	0.021116983	4.858098331	0.000823564	0.000757679	0.000823564	4.48619E-05	3.96511E-05	157615.6501	72099.94875	96.1270829	15141103.71
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	600	Diesel	0.000442833	0.000535828	0.00063768	0.002858334	0.004663961	1.2222203	0.000173883	0.000159972	0.000173883	1.12867E-05	9.9756E-06	39653.59158	10731.38732	14.85600372	3791026.453
Los Angeles (SC)	2022	Industrial - Forklifts	Aggregated	9999	Diesel	1.40943E-05	1.70541E-05	2.02958E-05	0.000185285	0.000436543	0.097072113	3.88877E-06	3.57767E-06	3.88877E-06	8.97057E-07	7.9229E-07	3149.397788	344.4026628	0.436941286	303074.3433
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	25	Diesel	7.64147E-06	9.24618E-06	1.10037E-05	2.54078E-05	1.74953E-05	0.001336921	2.40526E-06	2.21284E-06	2.40526E-06	1.21312E-08	1.09118E-08	43.37491489	88.27996866	0.386400649	2206.999216
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	50	Diesel	0.012399034	0.015002831	0.017854608	0.108548541	0.08975375	12.58801175	0.005082334	0.004675747	0.005082334	0.00011601	0.000102742	408404.1779	590234.5736	704.7947839	20735047.14
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	75	Diesel	0.003157883	0.003821038	0.004547351	0.056435046	0.040362353	8.36359373	0.00200896	0.001848243	0.00200896	7.72308E-05	6.82625E-05	271347.5877	214806.3509	253.4788258	15345233.71
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	100	Diesel	0.002123023	0.002568858	0.003057153	0.014056686	0.02025942	1.772201152	0.001747799	0.001607975	0.001747799	1.63212E-05	1.44645E-05	57497.11466	40751.79913	53.70969022	3236839.643
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	175	Diesel	0.001930288	0.002335648	0.002779614	0.029306356	0.020463365	4.739678487	0.001085052	0.000998247	0.001085052	4.37628E-05	3.86846E-05	153773.6487	58538.44722	70.32491813	8691494.295
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	300	Diesel	0.001626376	0.001967915	0.002341982	0.011828442	0.021164719	4.782856557	0.000684668	0.000629895	0.000684668	4.41711E-05	3.9037E-05	155174.5136	40795.05632	50.61848503	8760829.861
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	600	Diesel	0.003707975	0.00448665	0.005339484	0.031326329	0.032666627	15.03958094	0.001134736	0.001043957	0.001134736	0.000138937	0.000122751	487942.6403	72635.87541	85.00484279	27592493.03
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	750	Diesel	0.000641062	0.000775686	0.00092313	0.008521364	0.005865188	2.482200425	0.00030352	0.000279238	0.00030352	2.29299E-05	2.02594E-05	80532.25914	7188.637848	8.500814279	4544000.397
Los Angeles (SC)	2022	Industrial - Other General Industrial Equipment	Aggregated	9999	Diesel	0.000186704	0.000225912	0.000268854	0.001644168	0.005275452	0.857880298	8.72246E-05	8.02466E-05	8.72246E-05	7.92593E-06	7.0019E-06	27832.98148	1352.44912	1.545602596	1573912.663
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	25	Diesel	1.48843E-05	1.801E-05	2.14334E-05	0.000124839	8.8232E-05	0.014272552	3.48022E-06	3.20181E-06	3.48022E-06	1.3151E-07	1.16491E-07	463.0572237	814.9561915	1.322764935	20373.90479
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	50	Diesel	0.00090159	0.001090924	0.00129829	0.005889069	0.004856956	0.574471	0.000383564	0.000352879	0.000383564	5.28422E-06	4.68876E-06	18638.07894	22745.23591	29.98267186	814998.4168
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	75	Diesel	0.000100226	0.000121273	0.000144325	0.000965312	0.001079677	0.125294937	8.5169E-05	7.83555E-05	8.5169E-05	1.15541E-06	1.02264E-06	4065.056259	2801.97855	4.409216449	199672.9554
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	100	Diesel	0.002062305	0.002495389	0.002969719	0.042508173	0.028113874	6.42890084	0.001050125	0.000966115	0.001050125	5.93765E-05	5.24718E-05	208578.6076	109559.7286	140.6540047	10192980.02
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	175	Diesel	0.001968145	0.002381455	0.002834128	0.027921885	0.019355203	4.491430911	0.001252352	0.001152164	0.001252352	4.14665E-05	3.66585E-05	145719.5295	51497.37388	70.54746319	7117651.987
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	300	Diesel	0.002825595	0.00341897	0.004068857	0.016136637	0.032800779	7.136050702	0.001305132	0.001200721	0.001305132	6.58916E-05	5.82435E-05	231521.3061	48191.71412	63.93363851	11320994.66
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	600	Diesel	0.003069363	0.003713929	0.004419883	0.025533766	0.0349252	9.81151125	0.001279373	0.001177023	0.001279373	9.06202E-05	8.00802E-05	318323.677	42789.2295	55.99704891	15551152.71
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	750	Diesel	0.000202839	0.000245436	0.000292089	0.000880223	0.002094492	0.420779495	0.000106008	9.75271E-05	0.000106008	3.88423E-06	3.43435E-06	13651.72732	1071.329925	1.322764935	667795.6535
Los Angeles (SC)	2022	Industrial - Other Material Handling Equipment	Aggregated	9999	Diesel	8.92052E-05	0.000107938	0.000128455	0.001277715	0.003026754	0.680222681	2.62833E-05	2.41807E-05	2.62833E-05	6.28632E-06	5.55189E-06	22069.07577	1071.329925	1.322764935	1079543.455

Los Angeles (SC)	2022	Locomotive - Line haul	Aggregated	9999	Diesel	0.081801165	0.09897941	0.117793678	1.080195055	2.782308513	0	0.041474445	0.037947773	0.041474445	0.0042143	0.003379667	0	0	0	0
Los Angeles (SC)	2022	Locomotive - Passenger	Aggregated	9999	Diesel	0.018611866	1.3903E-05	1.65457E-05	0.258443187	0.412596853	0	0.007566543	0.00696122	0.007566543	0.000719966	0.000815928	0	0	0	0
Los Angeles (SC)	2022	Locomotive - Short line	Aggregated	9999	Diesel	0.008791429	9.66115E-07	1.14976E-06	0.064449169	0.297339217	0	0.004875219	0.004485202	0.004875219	0.00023747	0.00021183	0	0	0	0
Los Angeles (SC)	2022	Locomotive - Switcher	Aggregated	9999	Diesel	0.142246263	0.000412148	0.00049049	0.382133622	2.206336209	0	0.046603141	0.042874889	0.046603141	0.001272341	0.001144368	0	0	0	0
Los Angeles (SC)	2022	Ocean Going Vessels	Aggregated		Diesel	0.697480668	0.889913476	1.063310924	1.532417268	14.11838103	1476.407098	0.406334063	0.373827338	0.406334063	1.588749686	0.009587793	46588503.77	0	0	844337811.9
Los Angeles (SC)	2022	OFF - Agricultural - 2-Wheel Tractors	Aggregated	25	Gasoline	0.000947237	0.000871269	0.001042377	0.034292359	0.000695522	0.061348899	0.000389792	0.00029451	0.000433103	1.8016E-06	1.58045E-06	4511.4	10898.9	42.92	76299.6
Los Angeles (SC)	2022	OFF - Agricultural - Agricultural Mowers	Aggregated	25	Gasoline	0.000753051	0.000692656	0.000828686	0.031841627	0.000562223	0.051785601	0.000390707	0.000295201	0.000434119	1.37025E-06	1.39121E-06	3971.2	6653.95	36.93	83125.1
Los Angeles (SC)	2022	OFF - Agricultural - Agricultural Tractors	Aggregated	25	Diesel	0.004355401	0.005183287	0.006271777	0.024737815	0.039529307	5.253637098	0.001496496	0.001376776	0.001496496	7.11458E-05	4.39775E-05	174813.1	241943.9	454.12	4372937.25
Los Angeles (SC)	2022	OFF - Agricultural - Agricultural Tractors	Aggregated	100	Gasoline	0.000630541	0.000579972	0.000693872	0.025435767	0.00157579	0.462343231	3.22357E-05	2.43558E-05	3.58174E-05	4.46688E-06	6.69006E-06	19096.8	3890.9	7.06	319053.8
Los Angeles (SC)	2022	OFF - Agricultural - Agricultural Tractors	Aggregated	175	Gasoline	8.73326E-05	8.03285E-05	9.61042E-05	0.003523391	0.000361821	0.09393803	6.73436E-06	5.08818E-06	7.48262E-06	9.33176E-07	1.32088E-06	3770.45	536.55	0.97	67068.75
Los Angeles (SC)	2022	OFF - Agricultural - Balers	Aggregated	50	Gasoline	0.000113334	0.000104245	0.000124717	0.006082395	0.000208668	0.079919014	5.50955E-06	4.16277E-06	6.12172E-06	9.7167E-07	1.19685E-06	3416.4	1762.95	25.77	61703.25
Los Angeles (SC)	2022	OFF - Agricultural - Balers	Aggregated	100	Gasoline	5.13794E-05	4.72588E-05	5.65399E-05	0.001608934	0.000182179	0.073900513	5.15252E-06	3.89302E-06	5.72502E-06	7.13982E-07	1.01783E-06	2905.4	901.55	13.18	57699.2
Los Angeles (SC)	2022	OFF - Agricultural - Combines	Aggregated	100	Gasoline	1.58917E-05	1.46172E-05	1.74878E-05	0.000736026	4.01162E-05	0.039467918	2.7518E-06	2.07914E-06	3.05755E-06	3.81315E-07	5.37046E-07	1533	219	1.78	22557
Los Angeles (SC)	2022	OFF - Agricultural - Combines	Aggregated	175	Gasoline	1.01487E-05	9.33477E-06	1.1168E-05	0.001089355	3.81137E-05	0.033954399	2.43417E-06	1.83915E-06	2.70463E-06	3.37301E-07	4.74391E-07	1354.15	120.45	0.97	19753.8
Los Angeles (SC)	2022	OFF - Agricultural - Combines	Aggregated	300	Gasoline	1.84386E-06	1.69598E-06	2.02905E-06	0.0002379	2.16177E-05	0.007205992	5.3159E-07	4.01645E-07	5.90655E-07	7.36621E-08	1.03573E-07	295.65	29.2	0.18	5664.8
Los Angeles (SC)	2022	OFF - Agricultural - Hydro Power Units	Aggregated	25	Gasoline	0.000740692	0.000681289	0.000815087	0.028689774	0.00054957	0.04824487	0.000342567	0.000258829	0.00038063	1.32916E-06	1.2774E-06	3646.35	6770.75	17.46	66528.55
Los Angeles (SC)	2022	OFF - Agricultural - Hydro Power Units	Aggregated	25	Diesel	2.95132E-05	3.51232E-05	4.2499E-05	0.000156273	0.000268212	0.035413064	1.00874E-05	9.2804E-06	1.00874E-05	4.64435E-07	2.96587E-07	1178.95	2562.3	3.16	42934.95
Los Angeles (SC)	2022	OFF - Agricultural - Hydro Power Units	Aggregated	50	Gasoline	6.68421E-06	6.14814E-06	7.35557E-06	0.00053205	1.03324E-05	0.005486434	3.7823E-07	2.85774E-07	4.20255E-07	6.6705E-08	8.4393E-08	240.9	105.85	0.25	4022.3
Los Angeles (SC)	2022	OFF - Agricultural - Hydro Power Units	Aggregated	100	Gasoline	5.05554E-07	4.65008E-07	5.56331E-07	2.48696E-05	1.26957E-06	0.001177752	8.21157E-08	6.2043E-08	9.12397E-08	1.13787E-08	1.53442E-08	43.8	10.95	0.03	722.7
Los Angeles (SC)	2022	OFF - Agricultural - Other Agricultural Equipment	Aggregated	25	Gasoline	9.7279E-05	8.94772E-05	0.00010705	0.00343626	6.70604E-05	0.006140706	3.66045E-05	2.76567E-05	4.06717E-05	1.77243E-07	1.57278E-07	448.95	978.2	6.79	8489.9
Los Angeles (SC)	2022	OFF - Agricultural - Other Agricultural Equipment	Aggregated	25	Diesel	6.83562E-05	8.13495E-05	9.84329E-05	0.000364167	0.000622093	0.081956897	2.40477E-05	2.21238E-05	2.40477E-05	1.07846E-06	6.85914E-07	2726.55	4839.9	10.85	93666.3
Los Angeles (SC)	2022	OFF - Agricultural - Other Agricultural Equipment	Aggregated	50	Gasoline	4.92764E-06	4.53244E-06	5.42256E-06	0.000314759	8.33816E-06	0.003753568	2.58768E-07	1.95513E-07	2.8752E-07	4.56366E-08	5.49833E-08	156.95	94.9	0.8	2752.1
Los Angeles (SC)	2022	OFF - Agricultural - Other Agricultural Equipment	Aggregated	100	Gasoline	2.91089E-05	2.67743E-05	3.20325E-05	0.001131899	8.77198E-05	0.04966803	3.46297E-06	2.61647E-06	3.84775E-06	4.79862E-07	6.82816E-07	1949.1	569.4	4.61	38149.8
Los Angeles (SC)	2022	OFF - Agricultural - Other Agricultural Equipment	Aggregated	175	Gasoline	4.55482E-06	4.18953E-06	5.0123E-06	0.000362787	2.2054E-05	0.011178626	8.01388E-07	6.05493E-07	8.90431E-07	1.11048E-07	1.53442E-07	438	47.45	0.52	6453.2
Los Angeles (SC)	2022	OFF - Agricultural - Other Agricultural Equipment	Aggregated	300	Gasoline	2.43629E-06	2.2409E-06	2.68099E-06	0.000243738	2.53885E-05	0.007298471	5.38412E-07	4.068E-07	5.98235E-07	7.46074E-08	1.02294E-07	292	10.95	0.14	2693.7
Los Angeles (SC)	2022	OFF - Agricultural - Sprayers	Aggregated	25	Gasoline	0.001617753	0.001488009	0.001780238	0.056849331	0.001013934	0.097394491	0.000592089	0.000447356	0.000657877	2.68245E-06	2.55992E-06	7307.3	16001.6	163.02	150168.3
Los Angeles (SC)	2022	OFF - Agricultural - Sprayers	Aggregated	25	Diesel	6.87731E-06	8.18456E-06	9.90332E-06	3.22981E-05	5.93134E-05	0.007518909	2.61483E-06	2.40565E-06	2.61483E-06	9.54007E-08	6.33575E-08	251.85	452.6	4.2	8599.4
Los Angeles (SC)	2022	OFF - Agricultural - Sprayers	Aggregated	50	Gasoline	2.19681E-05	2.02062E-05	2.41745E-05	0.001194151	3.99677E-05	0.015172777	1.046E-06	7.90309E-07	1.16222E-06	1.84473E-07	2.27605E-07	649.7	372.3	4.84	12285.9
Los Angeles (SC)	2022	OFF - Agricultural - Sprayers	Aggregated	100	Gasoline	3.70866E-05	3.41123E-05	4.08115E-05	0.00117724	0.000129656	0.052100937	3.6326E-06	2.74463E-06	4.03622E-06	5.03368E-07	7.18619E-07	2051.3	660.65	8.17	44924.2
Los Angeles (SC)	2022	OFF - Agricultural - Sprayers	Aggregated	175	Gasoline	1.08046E-05	9.93812E-06	1.18899E-05	0.000755156	6.59815E-05	0.02352583	1.68655E-06	1.27428E-06	1.87395E-06	2.33704E-07	3.299E-07	941.7	149.65	1.86	20951
Los Angeles (SC)	2022	OFF - Agricultural - Swathers	Aggregated	100	Gasoline	0.000197087	0.000181281	0.000216883	0.006356285	0.000677403	0.269048364	1.87587E-05	1.41732E-05	2.0843E-05	2.59938E-06	3.70818E-06	10585	2511.2	26.45	220985.6
Los Angeles (SC)	2022	OFF - Agricultural - Swathers	Aggregated	175	Gasoline	0.000139442	0.000128259	0.000153448	0.00948842	0.000834479	0.294048217	2.10801E-05	1.59272E-05	2.34224E-05	2.92106E-06	4.10073E-06	11705.55	1934.5	20.24	249550.5
Los Angeles (SC)	2022	OFF - Agricultural - Tillers	Aggregated	25	Gasoline	0.012621692	0.011609433	0.013889403	0.718656009	0.009310306	1.201737351	0.00055175	0.000416878	0.000613055	3.42648E-05	3.15873E-05	90165.95	186449.3	2622.03	1305145.1
Los Angeles (SC)	2022	OFF - AirGrSupp - A/C Tug Narrow Body	Aggregated	175	Gasoline	0.003317824	0.003051734	0.003651063	0.192035942	0.021602078	4.883351896	0.000350084	0.000264508	0.000388983	4.8511E-05	6.88877E-05	196640.1	20644.4	28.38	2683772
Los Angeles (SC)	2022	OFF - AirGrSupp - A/C Tug Wide Body	Aggregated	600	Gasoline	0.002186379	0.002011032	0.002405977	0.233236977	0.020852381	6.663808253	0.000491592	0.000371425	0.000546214	6.81197E-05	9.32747E-05	266252.9	7540.9	14.59	3770450
Los Angeles (SC)	2022	OFF - AirGrSupp - Air Conditioner	Aggregated	175	Gasoline	5.53253E-08	5.08882E-08	6.08821E-08	5.51709E-06	6.26725E-07	0.000175828	1.2605E-08	9.52378E-09	1.40056E-08	1.74667E-09	0	0	0	0	0
Los Angeles (SC)	2022	OFF - AirGrSupp - Air Conditioner	Aggregated	175	Nat Gas	0	0	2.68251E-08	2.331E-05	2.83957E-06	0.000944899	0	0	8.40333E-08	0	0	62.05	0	0.18	0
Los Angeles (SC)	2022	OFF - AirGrSupp - Air Start Unit	Aggregated	175	Gasoline	5.68907E-06	5.23281E-06	6.26047E-06	0.000531616	6.03123E-05	0.01663206	1.19234E-06	9.0088E-07	1.32482E-06	1.65222E-07	2.31441E-07	660.65	62.05	0.82	8066.5
Los Angeles (SC)	2022	OFF - AirGrSupp - Baggage Tug	Aggregated	100	Gasoline	0.029563883	0.02719286	0.03253325	2.18178489	0.175223342	54.0187264	0.003766316	0.002845661	0.004184795	0.000521896	0.000762813	2177451.3	419899.65	478.45	41989965
Los Angeles (SC)	2022	OFF - AirGrSupp - Baggage Tug	Aggregated	100	Nat Gas	0	0	0.001069997	0.392972259	0.045516043	8.873121829	0	0	0.000789119	0	0	493483.65	79175.8	95.28	7917580
Los Angeles (SC)	2022	OFF - AirGrSupp - Belt Loader	Aggregated	100	Gasoline	0.007145726	0.006572639	0.007863436	0.535842745	0.041994075	12.80313004	0.000892665	0.000674458	0.00099185	0.000123696	0.000181192	517212.3	182452.55	224.85	10947153
Los Angeles (SC)	2022	OFF - AirGrSupp - Belt Loader	Aggregated	100	Nat Gas	0	0	7.69118E-05	0.03335804	0.003749023	0.850220536	0	0	7.56132E-05	0	0	46887.9	13899.2	25.19	833952
Los Angeles (SC)	2022	OFF - AirGrSupp - Bobtail	Aggregated	100	Gasoline	0.003592218	0.003304122	0.003953017	0.265102327	0.02129085	6.56364539	0.000457633	0.000345767	0.000508481	6.3414E-05	9.26878E-05	264577.55	51019.7	58.13	5101970
Los Angeles (SC)	2022	OFF - AirGrSupp - Bobtail	Aggregated	100	Nat Gas	0	0	8.43733E-06	0.00579504	0.000525229	0.161816964	0	0	1.4391E-05	0	0	8869.5	1445.4	1.64	144540
Los Angeles (SC)	2022	OFF - AirGrSupp - Cargo Loader	Aggregated	100	Gasoline	0.002619013	0.002408969	0.002882064	0.196323963	0.015399647	4.698396874	0.000327583	0.000247508	0.000363982	4.53931E-05	6.64837E-05	189778.1	57385.3	79.67	4016971
Los Angeles (SC)	2022	OFF - AirGrSupp - Cargo Loader	Aggregated	100	Nat Gas	0	0	0.000142108	0.047831249	0.005637881	0.997250791	0	0	8.86892E-05	0	0	55801.2	13990.45	13.53	979331.5
Los Angeles (SC)	2022	OFF - AirGrSupp - Cargo Tractor	Aggregated	100	Gasoline	0.075455578	0.069404041	0.083034261	6.79247357	0.35747699	79.82762304	0.005565773	0.004205251	0.006184192	0.000659065	0.001203326	3434898.2	665274.55	492.33	63201082.25
Los Angeles (SC)	2022	OFF - AirGrSupp - Cargo Tractor	Aggregated	175	Nat Gas	0	0	5.03219E-05	0.037357433	0.00447986	1.424235413	0	0	0.000126663	0	0	76872.65	8322	53.4	1294903.2
Los Angeles (SC)	2022	OFF - AirGrSupp - Cart	Aggregated	25	Gasoline	5.08963E-05	4.68144E-05	5.60082E-05	0.003223056	4.00933E-05	0.005450431	2.4569E-06	1.85632E-06	2.72989E-06	1.55407E-07	1.41934E-07	405.15	708.1	4.65	8497.2
Los Angeles (SC)	2022	OFF - AirGrSupp - Catering Truck	Aggregated	300	Gasoline	0.010439663	0.009602402	0.011488212	0.537496131	0.059879086	12.22844754	0.000902099	0.000681586	0.001002332	0.000106821	0.000173795	496097.05	52162.15	51.31	10635862.39
Los Angeles (SC)	2022	OFF - AirGrSupp - Catering Truck	Aggregated	300	Nat Gas	0	0	4.74945E-05	0.027801706	0.003236756	0.936484499	0	0	8.3285E-05	0	0	50833.55	4310.65	9.52	883683.25
Los Angeles (SC)	2022	OFF - AirGrSupp - Deicer	Aggregated	100	Gasoline	2.55813E-05	2.35297E-05	2.81507E-05	0.000879938	0.000166536	0.051448353	3.5871E-06	2.71026E-06	3.98567E-06	4.97063E-07	6.9816E-07	1992.9	240.9	11.29	22403.7
Los Angeles (SC)	2022	OFF - AirGrSupp - Forklift	Aggregated	50	Gasoline	0.002729701	0.002510779	0.003003869	0.253531674	0.006060328	1.936019785	0.000133467	0.000100842	0.000148297	2.35385E-05	3.10822E-05	88724.2	54556.55	75.02	2727827.5
Los Angeles (SC)	2022	OFF - AirGrSupp - Forklift	Aggregated	50	Nat Gas	0	0	0.000177375	0.048146754	0.013025484	3.901957199	0	0	0.000347015	0	0	206298	127677	175.55	6383850
Los Angeles (SC)	2022	OFF - AirGrSupp - Fuel Truck	Aggregated	175	Gasoline	2.50054E-05	2.3E-05	2.7517E-05	0.002460063	0.000283242	0.078438621	5.62321E-06	4.24865E-06	6.24801E-06	7.79206E-07	1.09071E-06	3113.45	1051.2	48.14	136656
Los Angeles (SC)	2022	OFF - AirGrSupp - Fuel Truck	Aggregated	175	Nat Gas	0	0	1.39413E-05	0.007640313	0.000880904	0.246432075	0	0	2.19161E-05	0	0	13410.1	3452.9	6.09	483406
Los Angeles (SC)	2022	OFF - AirGrSupp - Generator	Aggregated	100	Gasoline	0.000892086	0.000820541	0.000981687	0.0520351	0.00326391	0.652922223	4.55233E-05	3.43954E-05	5.05814E-05	5.39059E-06	9.78191E-06	27922.5	3343.4	3.72	357743.8
Los Angeles (SC)	2022	OFF - AirGrSupp - Ground Power Unit	Aggregated	175	Gasoline	0.004396412	0.00404382	0.004837983	0.451217653	0.040143532	13.05170933	0.000935668	0.00070695	0.001039632	0.000129655	0.000182569	521143.35	50994.15	63.95	7649122.5
Los Angeles (SC)	2022	OFF - AirGrSupp - Hydrant truck	Aggregated	175	Gasoline	0.009815373	0.00902818	0.010801219	0.436001168	0.047895167	8.922207541	0.000639627	0.000483274	0.000710697	7.57408E-05	0.000127844	364930.65	46121.4	30.15	5603750.1
Los Angeles (SC)	2022	OFF - AirGrSupp - Lav Cart	Aggregated	25	Gasoline	5.61206E-05	5.16197E-05	6.17573E-05	0.003553886	4.42087E-05	0.006009889	2.70909E-06	2.04687E-06	3.0101E-06	1.71358E-07	1.55999E-07	445.3	773.8	5.15	9285.6
Los Angeles (SC)	2022	OFF - AirGrSupp - Lav Truck	Aggregated	175	Gasoline	0.002424644	0.002230187	0.002668173	0.18151091	0.015734616	4.579383803	0.000328293	0.000248044	0.00036477	4.54914E-05	6.45887E-05	184368.8	61936.85	51.03	8051790.5
Los Angeles (SC)	2022	OFF - AirGrSupp - Lav Truck	Aggregated	175	Nat Gas	0	0	4.52664E-06	0.002766808	0.000324055	0.095656018	0	0	8.50704E-06	0	0	5186.65	1445.4	3.72	187902
Los Angeles (SC)	2022	OFF - AirGrSupp - Lift	Aggregated	100	Gasoline	0.004054936	0.00372973	0.004462209	0.201582125	0.018900275	4.784131635	0.000333561	0.000252024	0.000370624	4.62214E-05	6.78097E-05	193563.15	40912.85	108.58	4091285
Los Angeles (SC)	2022	OFF - AirGrSupp - Lift	Aggregated	100	Nat Gas	0	0	9.58601E-06	0.005015118	0.000547344	0.141606185	0	0	1.25936E-05	0	0	7763.55	1394.3	4.09	139430
Los Angeles (SC)	2022	OFF - AirGrSupp - Maint. Truck	Aggregated	175	Gasoline	0.002112147	0.001942753	0.002324289	0.174633274	0.017102801	4.937273651	0.00035395	0.000267429	0.000393278	4.90466E-05	6.91715E-05	197450.4	33397.5	74.22	4341675
Los Angeles (SC)	2022	OFF - AirGrSupp - Other	Aggregated	50	Nat Gas	0	0	0.000180805	0.022193973	0.007154276	1.309232232	0	0	0.000116435	0	0	69948.6	25703.3	25.21	1285165
Los Angeles (SC)	2022	OFF - AirGrSupp - Other GSE	Aggregated	50	Gasoline	0.00213423	0.001963064	0.00234859	0.147086033	0.004441961	1.44790765	9.98175E-05	7.54176E-05	0.000110908	1.76039E-05	2.23705E-05	63856.75	24484.2	133.5	1224210
Los Angeles (SC)	2022	OFF - AirGrSupp - Passenger Stand	Aggregated	175	Gasoline	0.000781692	0.000719	0.000860204	0.064469984	0.007366817	1.942123815	0.00013923	0.000105196	0.0001547	1.71883E-05	2.71195E-05	77412.85	11570.5	61.57	1447469.55
Los Angeles (SC)	2022	OFF - AirGrSupp - Passenger Stand	Aggregated	175	Nat Gas	0	0	1.47912E-07	0.000130307	1.58935E-05	0.005307286	0	0	4.71997E-07	0	0	288.35	3.65	2.22	602.25
Los Angeles (SC)	2022	OFF - AirGrSupp - Service Truck	Aggregated	300	Gasoline	0.012955239	0.011916228	0.01425645	0.713337293	0.079931572	17.0406801	0.001257099	0.000949808	0.001396777	0.000174196	0.000241357	688955.75	214119.95	254.35	38541591
Los Angeles (SC)	2022	OFF - AirGrSupp - Service Truck	Aggregated	300	Nat Gas	0	0	0.000151926	0.083302119	0.007522193	2.379231736	0	0	0.000211594	0	0	130268.5	32433.9	24.92	5838102
Los Angeles (SC)	2022	OFF - AirGrSupp - Sweeper	Aggregated	50	Nat Gas	0	0	1.39954E-06	0.000347159	0.000107724	0.028985635	0	0	2.5778E-06	0	0	1529.35	613.2	2.22	27594
Los Angeles (SC)	2022	OFF - AirGrSupp - Sweeper	Aggregated	100	Gasoline	0.000113805	0.000104678	0.000125235	0.005620614	0.00053601	0.136743415	9.53408E-06	7.20353E-06	1.05934E-05	1.12897E-06	1.93337E-06	5518.8	2146.2	5.91	114392.46
Los Angeles (SC)	2022	OFF - AirGrSupp - Water Truck	Aggregated	175	Gasoline	0.000154434	0.000142049	0.000169946	0.011476604	0.001306556	0.332169658	2.3813E-05	1.79921E-05	2.64589E-05	3.29976E-06	4.65184E-06	13278.7	4865.45	15.67	729817.5
Los Angeles (SC)	2022	OFF - ConstMin - Asphalt Pavers	Aggregated	25	Gasoline	0.003675879	0.003381073	0.00404508	0.154188372	0.002685427	0.248099767	0.00187184	0.001414279	0.002079823	6.43972E-06	6.70029E-06	19126	16844.75	42.51	289777.15
Los Angeles (SC)	2022	OFF - ConstMin - Asphalt Pavers	Aggregated	50	Gasoline	0.000617461	0.000567941	0.000679478	0.044230226	0.000883332	0.310399513	2.13987E-05	1.61679E-05	2.37763E-05	3.77389E-06	5.06741E-06	14464.95	6212.3	15.85	198793.6
Los Angeles (SC)	2022	OFF - ConstMin - Asphalt Pavers	Aggregated	100	Gasoline	0.0003116	0.00028661	0.000342897	0.013397852	0.000829534	0.321366392	2.24064E-05	1.69293E-05	2.4896E-05	3.10485E-06	4.55338E-06	12997.65	3416.4	8.68	208400.4
Los Angeles (SC)	2022	OFF - ConstMin - Bore/Drill Rigs	Aggregated	25	Gasoline	0.001306054	0.001201308	0.001437232	0.057395389	0.000942857	0.091978247	0.000693949	0.000524317	0.000771055	2.36046E-06	2.48703E-06	7099.25	5380.1	43.41	89658.6
Los Angeles (SC)	2022	OFF - ConstMin - Bore/Drill Rigs	Aggregated	25	Diesel	0.00017107	0.000203587	0.000246341	0.000918549	0.001554266	0.205477195	5.85301E-05	5.38477E-05	5.85301E-05	2.71185E-06	1.71892E-06	6832.8	10300.3	12.68	159643.7
Los Angeles (SC)	2022	OFF - ConstMin - Bore/Drill Rigs	Aggregated	50	Gasoline	4.76018E-05	4.37841E-05	5.23829E-05	0.002656798	8.44156E-05	0.031424346	2.16637E-06	1.63681E-06	2.40707E-06	3.82063E-07	4.76948E-07	1361.45	529.25	4.91	16936
Los Angeles (SC)	2022	OFF - ConstMin - Bore/Drill Rigs	Aggregated	100	Gasoline	0.000293856	0.000270288	0.00032337	0.009590665	0.000996828	0.392275239	2.73504E-05	2.06647E-05	3.03893E-05	3.78993E-06	5.41521E-06	15457.75	2401.7	22.49	211349.6
Los Angeles (SC)	2022	OFF - ConstMin - Bore/Drill Rigs	Aggregated	175	Gasoline	6.57367E-05	6.04646E-05	7.23393E-05	0.004381358	0.000387315	0.135211977	9.69326E-06	7.3238E-06	1.07703E-05	1.34319E-06	1.88605E-06	5383.75	594.95	5.57	74963.7
Los Angeles (SC)	2022	OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Gasoline	0.051444532	0.047318681	0.056611569	1.767903564	0.034724828	3.198155864	0.01793933	0.01355416	0.019932589	9.62299E-05	8.2044E-05	234194.95	602731.8	6545.81	4179505.5
Los Angeles (SC)	2022	OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Diesel	0.000430976	0.000512897	0.000620605	0.003009117	0.003883748	0.526249152	0.00015245	0.000140254	0.00015245	7.88649E-06	4.41115E-06	17534.6	53041.8	176.7	547397.8
Los Angeles (SC)	2022	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	25	Gasoline	0.040113017	0.036895953	0.044141929	1.660451809	0.030655329	2.767417315	0.020369924	0.015390609	0.022633248	7.61554E-05	7.34666E-05	209710.75	261821.8	921.34	2735660.4
Los Angeles (SC)	2022	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	25	Diesel	1.42033E-05	1.69031E-05	2.04528E-05	6.9808E-05	0.000129245	0.016953794	4.82928E-06	4.44294E-06	4.82928E-06	2.15112E-07	1.40488E-07	558.45	755.55	1.26	13599.9
Los Angeles (SC)	2022	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Gasoline	0.000807144	0.000742411	0.000888212	0.059979488	0.001300899	0.72108923	4.97113E-05	3.75596E-05	5.52347E-05	8.76713E-06	1.08483E-05	30966.6	11165.35	18.29	390787.25
Los Angeles (SC)	2022	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Diesel	0.000214318	0.000255056	0.000308617	0.002072983	0.001846305	0.266454279	7.42906E-05	6.83473E-05	7.42906E-05	3.44459E-06	2.24231E-06	8913.3	6449.55	11.1	212835.15
Los Angeles (SC)	2022	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	100	Gasoline	0.000331705	0.000305103	0.000365022	0.016347897	0.000832708	0.77062342	5.37297E-05	4.05958E-05	5.96997E-05	7.4453E-06	1.05683E-05	30167.25	6398.45	10.48	422297.7
Los Angeles (SC)	2022	OFF - ConstMin - Cranes	Aggregated	50	Gasoline	0.000217339	0.000199908	0.000239168	0.014427191	0.000312823	0.09527312	6.56804E-06	4.96252E-06	7.29783E-06	1.15835E-06	1.5715E-06	4485.85	2303.15	5.57	85216.55
Los Angeles (SC)	2022	OFF - ConstMin - Cranes	Aggregated	100	Gasoline	0.000443067	0.000407533	0.000487568	0.017206568	0.001184399	0.376811078	2.62722E-05	1.98501E-05	2.91913E-05	3.64052E-06	5.37813E-06	15351.9	4628.2	11.14	342486.8
Los Angeles (SC)	2022	OFF - ConstMin - Cranes	Aggregated	175	Gasoline	1.96628E-05	1.80858E-05	2.16377E-05	0.000889807	8.79026E-05	0.024761656	1.77515E-06	1.34122E-06	1.97239E-06	2.45981E-07	3.50359E-07	1000.1	189.8	0.45	23725
Los Angeles (SC)	2022	OFF - ConstMin - Crushing/Proc. Equipment	Aggregated	25	Gasoline	0.000588916	0.000541685	0.000648066	0.025018425	0.000446176	0.040954475	0.00030899	0.000233459	0.000343322	1.09791E-06	1.09839E-06	3135.35	3149.95	10.92	37062.1
Los Angeles (SC)	2022	OFF - ConstMin - Crushing/Proc. Equipment	Aggregated	100	Gasoline	0.00027816	0.000255851	0.000306098	0.010019178	0.000834384	0.297770173	2.07613E-05	1.56863E-05	2.30681E-05	2.87688E-06	4.17106E-06	11906.3	1554.9	6.44	149270.4
Los Angeles (SC)	2022	OFF - ConstMin - Dumpers/Tenders	Aggregated	25	Gasoline	0.004712501	0.004334559	0.00518582	0.172683912	0.003364669	0.301056991	0.001986954	0.001501254	0.002207726	8.58677E-06	7.84215E-06	22385.45	65046.65	436.26	566111.35
Los Angeles (SC)	2022	OFF - ConstMin - Dumpers/Tenders	Aggregated	25	Diesel	4.40946E-05	5.24762E-05	6.34962E-05	0.000216721	0.000401245	0.052633546	1.50796E-05	1.38732E-05	1.50796E-05	6.6782E-07	4.38912E-07	1744.7	5037	7.62	80592
Los Angeles (SC)	2022	OFF - ConstMin - Dumpers/Tenders	Aggregated	100	Gasoline	2.50869E-05	2.30749E-05	2.76066E-05	0.000833999	8.33327E-05	0.032298327	2.25192E-06	1.70145E-06	2.50213E-06	3.12047E-07	4.48817E-07	1281.15	511	4.02	33726
Los Angeles (SC)	2022	OFF - ConstMin - Excavators	Aggregated	25	Diesel	0.000309102	0.000367857	0.000445107	0.00151921	0.00281272	0.368960315	0.000105098	9.66903E-05	0.000105098	4.68141E-06	3.08616E-06	12267.65	16403.1	11.74	377271.3
Los Angeles (SC)	2022	OFF - ConstMin - Other Construction Equipment	Aggregated	25	Diesel	0.000996702	0.001186157	0.00143525	0.007037968	0.009003293	1.224907668	0.000348914	0.000321001	0.000348914	1.84232E-05	1.02676E-05	40814.3	84771.25	122.76	1151082.25
Los Angeles (SC)	2022	OFF - ConstMin - Other Construction Equipment	Aggregated	175	Gasoline	0.000309404	0.00028459	0.00034048	0.026348667	0.001020625	0.797585827	5.71784E-05	4.32015E-05	6.35316E-05	7.92318E-06	1.11309E-05	31773.25	5796.2	15.6	730321.2
Los Angeles (SC)	2022	OFF - ConstMin - Pavers	Aggregated	25	Diesel	8.36744E-05	9.95795E-05	0.000120491	0.000411117	0.000761702	0.099845198	2.89089E-05	2.65962E-05	2.89089E-05	1.26685E-06	8.34667E-07	3317.85	3912.8	4.75	93907.2
Los Angeles (SC)	2022	OFF - ConstMin - Paving Equipment	Aggregated	25	Gasoline	0.084653951	0.077864704	0.093156509	3.084476304	0.062231449	5.522225877	0.035224383	0.026613978	0.039138203	0.000162115	0.000142093	405606.25	880358.1	4653.79	7216838.4
Los Angeles (SC)	2022	OFF - ConstMin - Paving Equipment	Aggregated	25	Diesel	9.90762E-05	0.000117909	0.00014267	0.000486951	0.000901559	0.118262525	3.3687E-05	3.09921E-05	3.3687E-05	1.50053E-06	9.8801E-07	3927.4	6840.1	8.24	129961.9
Los Angeles (SC)	2022	OFF - ConstMin - Paving Equipment	Aggregated	50	Gasoline	0.000463454	0.000426285	0.000510003	0.034249012	0.000752789	0.391359771	2.698E-05	2.03849E-05	2.99778E-05	4.75822E-06	5.92541E-06	16914.1	7570.1	43.24	280093.7
Los Angeles (SC)	2022	OFF - ConstMin - Paving Equipment	Aggregated	100	Gasoline	8.39843E-05	7.72487E-05	9.24196E-05	0.004049256	0.000223351	0.177901657	1.24037E-05	9.37171E-06	1.37819E-05	1.71878E-06	2.44484E-06	6978.8	1945.45	11.15	128399.7
Los Angeles (SC)	2022	OFF - ConstMin - Plate Compactors	Aggregated	25	Gasoline	0.035714465	0.032850165	0.03930159	1.152276532	0.024584415	2.183114513	0.01192933	0.009013271	0.013254811	6.64765E-05	5.4904E-05	156723.7	498684.9	2572.49	3060539.6
Los Angeles (SC)	2022	OFF - ConstMin - Plate Compactors	Aggregated	25	Diesel	0.000292729	0.000348372	0.00042153	0.002211094	0.002639779	0.362122396	0.00010315	9.48984E-05	0.00010315	5.63494E-06	3.03657E-06	12070.55	61334.6	102.14	490676.8
Los Angeles (SC)	2022	OFF - ConstMin - Rollers	Aggregated	25	Gasoline	0.018242424	0.016779381	0.020074674	0.752563482	0.013493378	1.240968759	0.009034074	0.006825745	0.01003786	3.34304E-05	3.31242E-05	94553.25	125395.75	503.55	1543311.25
Los Angeles (SC)	2022	OFF - ConstMin - Rollers	Aggregated	25	Diesel	0.001787409	0.002127164	0.002573868	0.011247725	0.01618842	2.174058648	0.00061928	0.000569737	0.00061928	3.09018E-05	1.82112E-05	72390.45	189314.55	272.14	2262098.45
Los Angeles (SC)	2022	OFF - ConstMin - Rollers	Aggregated	50	Gasoline	0.001051829	0.000967473	0.001157474	0.07388267	0.001385868	0.376129795	2.59301E-05	1.95916E-05	2.88112E-05	4.57305E-06	6.58265E-06	18790.2	6927.7	11.14	256324.9
Los Angeles (SC)	2022	OFF - ConstMin - Rollers	Aggregated	100	Gasoline	0.002072959	0.001906708	0.002281165	0.08494325	0.005027845	1.417256346	9.88145E-05	7.46599E-05	0.000109794	1.36927E-05	2.06597E-05	58973.05	13030.5	20.97	977287.5
Los Angeles (SC)	2022	OFF - ConstMin - Rough Terrain Forklifts	Aggregated	50	Gasoline	0.000146988	0.0001352	0.000161752	0.0097505	0.000211779	0.064576002	4.45181E-06	3.36359E-06	4.94646E-06	7.85126E-07	1.06642E-06	3044.1	927.1	2.23	43573.7
Los Angeles (SC)	2022	OFF - ConstMin - Rough Terrain Forklifts	Aggregated	100	Gasoline	0.001923485	0.001769221	0.002116678	0.074648977	0.005147596	1.639735865	0.000114326	8.63799E-05	0.000127029	1.58421E-05	2.33871E-05	66758.5	13096.2	31.68	1113177
Los Angeles (SC)	2022	OFF - ConstMin - Rough Terrain Forklifts	Aggregated	175	Gasoline	7.43031E-05	6.8344E-05	8.17661E-05	0.003368796	0.000332596	0.093808599	6.72508E-06	5.08117E-06	7.47231E-06	9.3189E-07	1.31832E-06	3763.15	459.9	1.13	65305.8
Los Angeles (SC)	2022	OFF - ConstMin - Rubber Tired Loaders	Aggregated	25	Diesel	8.25631E-05	9.82569E-05	0.000118891	0.00040579	0.000751295	0.098551576	2.80724E-05	2.58266E-05	2.80724E-05	1.25043E-06	8.24566E-07	3277.7	4252.25	4.44	106306.25
Los Angeles (SC)	2022	OFF - ConstMin - Rubber Tired Loaders	Aggregated	50	Gasoline	0.000350233	0.000322145	0.00038541	0.024792115	0.000474529	0.145997854	1.0065E-05	7.60464E-06	1.11833E-05	1.77507E-06	2.46785E-06	7044.5	2857.95	5.55	114318
Los Angeles (SC)	2022	OFF - ConstMin - Rubber Tired Loaders	Aggregated	100	Gasoline	0.002105536	0.001936672	0.002317014	0.087930684	0.005322751	1.725362168	0.000120296	9.08906E-05	0.000133663	1.66694E-05	2.48102E-05	70820.95	18976.35	37.03	1366297.2
Los Angeles (SC)	2022	OFF - ConstMin - Signal Boards	Aggregated	25	Gasoline	0.000911569	0.000838461	0.001003126	0.03748409	0.000724936	0.064129525	0.000465869	0.00035199	0.000517633	1.84342E-06	1.68019E-06	4796.1	8322	31.37	65064.9
Los Angeles (SC)	2022	OFF - ConstMin - Signal Boards	Aggregated	25	Diesel	0.004575144	0.005444799	0.006588207	0.034557828	0.041257858	5.6597151	0.001612167	0.001483194	0.001612167	8.80702E-05	4.74741E-05	188712.3	670256.8	892.9	4021540.8
Los Angeles (SC)	2022	OFF - ConstMin - Signal Boards	Aggregated	50	Diesel	9.40451E-05	0.000111921	0.000135425	0.000896274	0.000804407	0.117779024	3.20022E-05	2.9442E-05	3.20022E-05	1.52259E-06	9.92602E-07	3945.65	2376.15	4.45	87917.55
Los Angeles (SC)	2022	OFF - ConstMin - Skid Steer Loaders	Aggregated	25	Gasoline	0.059974792	0.055164814	0.0659986	2.507104082	0.042772217	3.99675393	0.030154345	0.022783283	0.033504828	0.000101434	0.000108487	309676.95	280736.1	879.3	5313290.4
Los Angeles (SC)	2022	OFF - ConstMin - Skid Steer Loaders	Aggregated	25	Diesel	0.008131908	0.009677643	0.011709948	0.03967471	0.073866587	9.597315895	0.00290508	0.002672674	0.00290508	0.000121772	8.02768E-05	319104.9	508357.4	609.03	10167148
Los Angeles (SC)	2022	OFF - ConstMin - Skid Steer Loaders	Aggregated	50	Gasoline	0.002471572	0.002273352	0.002719814	0.193732709	0.003859408	2.072080987	0.000142847	0.000107929	0.000158719	2.51927E-05	3.16231E-05	90268.15	47194.5	152.11	1510224
Los Angeles (SC)	2022	OFF - ConstMin - Skid Steer Loaders	Aggregated	100	Gasoline	0.00142068	0.001306741	0.001563372	0.074549864	0.003580415	3.064191196	0.000213643	0.000161419	0.000237381	2.96044E-05	4.22323E-05	120552.2	28236.4	90.99	2258912
Los Angeles (SC)	2022	OFF - ConstMin - Surfacing Equipment	Aggregated	25	Gasoline	0.040790229	0.037518853	0.044887159	1.532584283	0.031588862	2.657295715	0.018604806	0.014056964	0.020672006	7.672E-05	6.93825E-05	198052.65	537371.25	1255.97	4181494.75
Los Angeles (SC)	2022	OFF - ConstMin - Tampers/Rammers	Aggregated	25	Gasoline	0.004684694	0.004308981	0.00515522	0.218510782	0.003969541	0.412626514	0.003113147	0.002352156	0.003459052	1.65022E-05	1.02742E-05	29327.75	137064.8	752.41	578517.7
Los Angeles (SC)	2022	OFF - ConstMin - Tractors/Loaders/Backhoes	Aggregated	25	Diesel	0.00153392	0.001825492	0.002208845	0.007539084	0.013958132	1.830966387	0.000521374	0.000479664	0.000521374	2.32315E-05	1.53132E-05	60871.05	84333.25	89.44	1939664.75
Los Angeles (SC)	2022	OFF - ConstMin - Tractors/Loaders/Backhoes	Aggregated	100	Gasoline	0.001005815	0.000925149	0.001106839	0.069708145	0.002591173	1.208814695	8.42815E-05	6.36793E-05	9.36461E-05	1.16788E-05	1.75256E-05	50026.9	17092.95	19.6	1076855.85
Los Angeles (SC)	2022	OFF - ConstMin - Trenchers	Aggregated	25	Gasoline	0.036964928	0.034000341	0.040677648	1.527946	0.027686063	2.48469349	0.01874629	0.014163864	0.020829211	6.597E-05	6.67894E-05	190650.45	196107.2	451.47	2902790.25
Los Angeles (SC)	2022	OFF - ConstMin - Trenchers	Aggregated	25	Diesel	0.000722803	0.000860195	0.001040836	0.003916099	0.006565977	0.868756379	0.000247465	0.000227668	0.000247465	1.15126E-05	7.27143E-06	28904.35	30214.7	48.84	674877.7
Los Angeles (SC)	2022	OFF - ConstMin - Trenchers	Aggregated	50	Gasoline	0.004300401	0.003955509	0.004732329	0.284163503	0.006230829	1.912429271	0.000131841	9.96133E-05	0.00014649	2.32517E-05	3.14939E-05	89899.5	40825.25	101.5	1224757.5
Los Angeles (SC)	2022	OFF - ConstMin - Trenchers	Aggregated	100	Gasoline	0.001598334	0.001470148	0.00175887	0.061798831	0.004304213	1.380596958	9.62585E-05	7.27287E-05	0.000106954	1.33385E-05	1.967E-05	56147.95	13548.8	33.68	894220.8
Los Angeles (SC)	2022	OFF - Industrial - Aerial Lifts	Aggregated	25	Gasoline	0.019406411	0.017850017	0.021355571	0.803210765	0.013843956	1.279538548	0.009653747	0.007293942	0.010726385	3.24934E-05	3.47546E-05	99207	113701.15	302.95	2144707.15
Los Angeles (SC)	2022	OFF - Industrial - Aerial Lifts	Aggregated	25	Diesel	0.002094149	0.00249221	0.003015574	0.011958552	0.018941225	2.499987493	0.000746382	0.000686672	0.000746382	3.40609E-05	2.09309E-05	83201.75	181138.55	453.6	3166422.45
Los Angeles (SC)	2022	OFF - Industrial - Aerial Lifts	Aggregated	25	Nat Gas	0	0	0.001753114	0.466840539	0.01284707	2.746516514	0	0	0.001411983	0	0	183598.65	155347.65	413.89	2930362.35
Los Angeles (SC)	2022	OFF - Industrial - Aerial Lifts	Aggregated	50	Gasoline	0.006002052	0.005520688	0.006604893	0.494758157	0.009066204	4.693520604	0.000323567	0.000244473	0.000359519	5.70646E-05	7.28234E-05	207874.8	130706.5	361.73	4313314.5
Los Angeles (SC)	2022	OFF - Industrial - Aerial Lifts	Aggregated	100	Gasoline	0.004732311	0.00435278	0.00520762	0.26297507	0.011956185	9.42221158	0.000656939	0.000496354	0.000729932	9.10317E-05	0.000130581	372745.3	130706.5	361.73	8757335.5
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	25	Gasoline	0.000572411	0.000526504	0.000629904	0.03539314	0.000482367	0.055950104	2.81418E-05	2.12627E-05	3.12687E-05	1.41803E-06	1.51012E-06	4310.65	6252.45	6.94	143806.35
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	25	Nat Gas	0	0	8.45255E-05	0.01339134	0.0003739	0.069832605	0	0	4.59403E-05	0	0	4869.1	4967.65	3.98	114255.95
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	50	Gasoline	0.152028765	0.139836058	0.167298382	17.96620048	0.354481306	63.2442589	0.004360003	0.003294224	0.004844448	0.000768935	0.001220504	3483932.3	2173582.3	1206.5	89116874.3
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	50	Nat Gas	0	0	0.011746663	1.94967246	0.509873043	121.4244081	0	0	0.010798719	0	0	6468471.6	4845123.15	2689.41	198650049.1
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	100	Gasoline	0.320911315	0.295174228	0.353143327	30.5537786	1.600395671	374.6708437	0.026122948	0.019737338	0.029025498	0.003619843	0.005618338	16037567.1	7627777.3	4233.99	533944411
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	100	Nat Gas	0	0	0.069676079	32.86723426	3.29680423	727.593285	0	0	0.064707548	0	0	40482310.6	17004860.9	9438.97	1190340263
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	175	Gasoline	0.016754958	0.01541121	0.018437809	1.171214713	0.098957115	27.77684295	0.001991304	0.001504541	0.00221256	0.000275934	0.000393354	1122831.25	278776.05	154.76	40701303.3
Los Angeles (SC)	2022	OFF - Industrial - Forklifts	Aggregated	175	Nat Gas	0	0	0.003195762	1.925288997	0.163953967	55.53477681	0	0	0.004938912	0	0	3038296.5	622284.85	345.41	90853588.1
Los Angeles (SC)	2022	OFF - Industrial - Other General Industrial Equipment	Aggregated	25	Gasoline	0.01603024	0.014744615	0.017640301	0.981756369	0.013003237	1.623211379	0.000782774	0.000591429	0.000869749	4.4994E-05	4.28397E-05	122285.95	219430.7	565.48	2317728.1
Los Angeles (SC)	2022	OFF - Industrial - Other General Industrial Equipment	Aggregated	25	Diesel	0.002558538	0.003044871	0.003684294	0.014497832	0.023833493	3.15916361	0.000899886	0.000827896	0.000899886	4.22363E-05	2.64366E-05	105087.15	200315.65	140.45	3609178.4
Los Angeles (SC)	2022	OFF - Industrial - Other General Industrial Equipment	Aggregated	50	Gasoline	0.004717755	0.004339391	0.005191602	0.454137759	0.010552856	3.159926474	0.000217843	0.000164592	0.000242047	3.8419E-05	5.15884E-05	147259.25	82460.8	115.54	2473824
Los Angeles (SC)	2022	OFF - Industrial - Other General Industrial Equipment	Aggregated	100	Gasoline	0.001459438	0.001342391	0.001606022	0.106566833	0.008702252	2.703788015	0.000188515	0.000142433	0.000209461	2.61224E-05	3.81264E-05	108832.05	27101.25	37.96	2140998.75
Los Angeles (SC)	2022	OFF - Industrial - Other General Industrial Equipment	Aggregated	175	Gasoline	0.000204819	0.000188392	0.00022539	0.019792405	0.001752166	0.560495458	4.01816E-05	3.03594E-05	4.46462E-05	5.56794E-06	7.84982E-06	22407.35	2620.7	3.69	456001.8
Los Angeles (SC)	2022	OFF - Industrial - Other Material Handling Equipment	Aggregated	50	Gasoline	6.69218E-05	6.15547E-05	7.36434E-05	0.00495915	0.000132434	0.032433438	2.23593E-06	1.68937E-06	2.48437E-06	3.94331E-07	5.38325E-07	1536.65	631.45	1.63	25889.45
Los Angeles (SC)	2022	OFF - Industrial - Other Material Handling Equipment	Aggregated	100	Gasoline	0.001833555	0.001686504	0.002017716	0.08357112	0.00797212	1.869000785	0.000130311	9.84574E-05	0.00014479	1.80572E-05	2.66042E-05	75941.9	27922.5	72.25	1507815
Los Angeles (SC)	2022	OFF - Industrial - Sweepers/Scrubbers	Aggregated	25	Gasoline	0.012236474	0.011255109	0.013465493	0.789061308	0.010009873	1.280330008	0.000598749	0.000452388	0.000665276	3.37189E-05	3.40743E-05	97265.2	107463.3	397.68	1390379.9
Los Angeles (SC)	2022	OFF - Industrial - Sweepers/Scrubbers	Aggregated	25	Diesel	0.000509532	0.000606385	0.000733726	0.00312801	0.004815514	0.642314221	0.000182963	0.000168326	0.000182963	8.84794E-06	5.37529E-06	21367.1	29743.85	45.73	550244.8
Los Angeles (SC)	2022	OFF - Industrial - Sweepers/Scrubbers	Aggregated	50	Gasoline	0.013067646	0.012019621	0.014380147	1.132702325	0.02860665	10.21384588	0.000704133	0.000532012	0.00078237	0.000124182	0.000159642	455698.85	173750.95	336.42	6081283.25
Los Angeles (SC)	2022	OFF - Industrial - Sweepers/Scrubbers	Aggregated	100	Gasoline	0.007626747	0.007015081	0.008392769	0.484160094	0.048652124	16.38267041	0.001142239	0.000863025	0.001269155	0.000158279	0.000227572	649605.1	145069.25	280.9	9864709
Los Angeles (SC)	2022	OFF - Industrial - Sweepers/Scrubbers	Aggregated	175	Gasoline	5.90507E-05	5.43149E-05	6.49817E-05	0.006441711	0.00057687	0.190718613	1.36725E-05	1.03303E-05	1.51917E-05	1.89459E-06	2.66605E-06	7610.25	839.5	1.61	117530
Los Angeles (SC)	2022	OFF - Light Commercial - Air Compressors	Aggregated	25	Gasoline	0.123470157	0.113567851	0.135871376	2.849451206	0.074080967	6.256102445	0.023826891	0.01800254	0.026474323	0.000195411	0.000149079	425546.2	1397595.95	2891.18	8613821.15
Los Angeles (SC)	2022	OFF - Light Commercial - Air Compressors	Aggregated	25	Diesel	0.000551612	0.000656463	0.000794321	0.002851114	0.004799882	0.609562811	0.000212879	0.000195848	0.000212879	8.08714E-06	5.10533E-06	20294	37040.2	45.5	739825.8
Los Angeles (SC)	2022	OFF - Light Commercial - Air Compressors	Aggregated	50	Gasoline	0.006592865	0.006064118	0.007255046	0.457015856	0.008893179	2.684916352	0.000185096	0.00013985	0.000205662	3.26437E-05	4.54584E-05	129761.15	57896.3	119.78	2026370.5
Los Angeles (SC)	2022	OFF - Light Commercial - Air Compressors	Aggregated	50	Diesel	0.007112015	0.008463885	0.010241301	0.060357714	0.049648765	6.818597923	0.002303633	0.002119342	0.002303633	8.81475E-05	5.75167E-05	228632.35	223693.9	274.81	8276674.3
Los Angeles (SC)	2022	OFF - Light Commercial - Air Compressors	Aggregated	100	Gasoline	0.021754229	0.02000954	0.023939202	0.884313892	0.055171003	17.21685213	0.0012004	0.000906969	0.001333778	0.000166339	0.000247743	707183.85	187770.6	388.45	13143942
Los Angeles (SC)	2022	OFF - Light Commercial - Air Compressors	Aggregated	175	Gasoline	0.001874249	0.001723934	0.002062497	0.079358803	0.007752527	2.156295865	0.000154583	0.000116796	0.000171759	2.14205E-05	3.03252E-05	86563.4	12629	26.12	1692286
Los Angeles (SC)	2022	OFF - Light Commercial - Gas Compressors	Aggregated	50	Nat Gas	0	0	0.000399358	0.07073168	0.014501151	4.8163885	0	0	0.000368931	0	0	255908.8	74854.2	8.81	2395334.4
Los Angeles (SC)	2022	OFF - Light Commercial - Gas Compressors	Aggregated	100	Nat Gas	0	0	0.002177712	1.1311117	0.08580756	27.065618	0	0	0.002096756	0	0	1497646.1	154697.95	18.2	13613419.6
Los Angeles (SC)	2022	OFF - Light Commercial - Gas Compressors	Aggregated	175	Nat Gas	0	0	0.000607357	0.23009892	0.0229617	7.0439156	0	0	0.000561082	0	0	384618.75	24951.4	2.93	3642904.4
Los Angeles (SC)	2022	OFF - Light Commercial - Gas Compressors	Aggregated	300	Nat Gas	0	0	0.000467244	0.26477137	0.022211681	7.2596606	0	0	0.000645628	0	0	398335.45	19961.85	2.35	4191988.5
Los Angeles (SC)	2022	OFF - Light Commercial - Gas Compressors	Aggregated	600	Nat Gas	0	0	0.000658036	0.37288635	0.03128144	10.224023	0	0	0.00090926	0	0	560986.75	17465.25	2.06	5903254.5
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	25	Gasoline	0.918826239	0.845136375	1.011112228	49.08824524	0.649133231	82.53630555	0.054575527	0.041234842	0.060639474	0.002260838	0.002166716	6184899.45	8725135.2	75938.47	93588482
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	25	Diesel	0.013135511	0.015632343	0.018915136	0.081889049	0.124948236	15.94006069	0.005420467	0.004986829	0.005420467	0.000222481	0.000133516	530735.55	872813.55	2585.49	12550674.65
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	50	Gasoline	0.033311505	0.030639922	0.036657279	2.044627657	0.069542913	23.3062547	0.001606712	0.00121396	0.001785236	0.000283362	0.000353227	1008286.95	452764.25	3941.99	14488456
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	50	Diesel	0.013626971	0.016217222	0.019622839	0.129765523	0.127366359	18.87225236	0.005022254	0.004620474	0.005022254	0.000243971	0.00015841	629690.7	450289.55	1333.85	14859555.15
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	100	Gasoline	0.007699397	0.007081905	0.008472716	0.287864015	0.042764424	11.54382717	0.000804863	0.000608119	0.000894293	0.000111529	0.000159377	454943.3	87446.7	761.3	7258076.1
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	100	Nat Gas	0	0	3.60248E-05	0.023522558	0.002647235	0.748459148	0	0	6.65632E-05	0	0	40730.35	6515.25	56.63	540765.75
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	175	Gasoline	0.000756635	0.000695953	0.000832631	0.060511056	0.007492757	1.865975146	0.000133771	0.000101071	0.000148634	1.85365E-05	2.6025E-05	74288.45	8267.25	71.93	1207018.5
Los Angeles (SC)	2022	OFF - Light Commercial - Generator Sets	Aggregated	175	Nat Gas	0	0	4.01334E-05	0.028188461	0.003665782	1.091454273	0	0	9.70671E-05	0	0	58878.15	5391.05	46.98	787093.3
Los Angeles (SC)	2022	OFF - Light Commercial - Pressure Washers	Aggregated	25	Gasoline	0.097978642	0.090120755	0.107819518	3.576015598	0.050422684	6.952024785	0.009624119	0.007271556	0.010693465	0.000208236	0.000172013	491012.6	910842.9	7927.42	6306524.75
Los Angeles (SC)	2022	OFF - Light Commercial - Pressure Washers	Aggregated	25	Diesel	7.15479E-05	8.51479E-05	0.000103029	0.000515023	0.000702612	0.090046462	3.08591E-05	2.83903E-05	3.08591E-05	1.33548E-06	7.5019E-07	2982.05	12362.55	85.45	174707.25
Los Angeles (SC)	2022	OFF - Light Commercial - Pressure Washers	Aggregated	50	Gasoline	0.000293691	0.000270137	0.000323189	0.019135988	0.000498791	0.235974539	1.62679E-05	1.22913E-05	1.80754E-05	2.86902E-06	3.54578E-06	10121.45	4036.9	35.24	117070.1
Los Angeles (SC)	2022	OFF - Light Commercial - Pressure Washers	Aggregated	50	Diesel	4.64988E-05	5.53374E-05	6.69583E-05	0.000529872	0.000587684	0.090681362	1.97256E-05	1.81476E-05	1.97256E-05	1.17228E-06	7.58454E-07	3014.9	4628.2	32	175871.6
Los Angeles (SC)	2022	OFF - Light Commercial - Pumps	Aggregated	25	Gasoline	0.30616745	0.28161282	0.336918602	10.3411768	0.210332623	19.20291039	0.119395621	0.090210025	0.132661801	0.000585525	0.000486752	1389434.55	3867331.95	17522.88	21458736.9
Los Angeles (SC)	2022	OFF - Light Commercial - Pumps	Aggregated	25	Diesel	0.007283071	0.008667456	0.010487622	0.043898857	0.064197013	8.18312626	0.002916724	0.002683386	0.002916724	0.000117005	6.85942E-05	272665.95	586277.6	1456.62	6443166.15
Los Angeles (SC)	2022	OFF - Light Commercial - Pumps	Aggregated	50	Gasoline	0.005055136	0.004649714	0.005562869	0.362263357	0.007989612	3.518616495	0.00024257	0.000183275	0.000269523	4.278E-05	5.4445E-05	155413.35	69539.8	315.05	2155733.8
Los Angeles (SC)	2022	OFF - Light Commercial - Pumps	Aggregated	50	Diesel	0.008752385	0.010416062	0.012603434	0.079786895	0.075542168	11.04566679	0.003119806	0.002870222	0.003119806	0.000142793	9.2805E-05	368905.5	235052.7	583.96	8696949.9
Los Angeles (SC)	2022	OFF - Light Commercial - Pumps	Aggregated	100	Gasoline	0.008394444	0.007721209	0.009237573	0.374730482	0.02358863	13.22895811	0.000922355	0.00069689	0.001024839	0.00012781	0.000183548	523939.25	88132.9	399.29	8196359.7
Los Angeles (SC)	2022	OFF - Light Commercial - Pumps	Aggregated	175	Gasoline	0.000285738	0.000262822	0.000314437	0.020040927	0.00118534	0.600575877	4.30549E-05	3.25304E-05	4.78388E-05	5.96609E-06	8.38943E-06	23947.65	2657.2	12.05	382636.8
Los Angeles (SC)	2022	OFF - Light Commercial - Welders	Aggregated	25	Gasoline	0.299021185	0.275039686	0.329054574	12.45672977	0.217196823	20.01892658	0.151036966	0.114116819	0.167818851	0.000517002	0.000541224	1544924.55	1927805.9	9279.76	30266179.6
Los Angeles (SC)	2022	OFF - Light Commercial - Welders	Aggregated	25	Diesel	0.00645493	0.0076819	0.009295099	0.036167103	0.056536814	7.193540867	0.002538619	0.002335529	0.002538619	9.92199E-05	6.02714E-05	239582.35	612229.1	953.34	9313902.1
Los Angeles (SC)	2022	OFF - Light Commercial - Welders	Aggregated	50	Gasoline	0.012382307	0.011389246	0.013625974	0.760002426	0.0198276	7.059961493	0.000486707	0.000367735	0.000540786	8.58363E-05	0.00011006	314166.45	130038.55	625.96	5851734.75
Los Angeles (SC)	2022	OFF - Light Commercial - Welders	Aggregated	50	Diesel	0.030516473	0.036317125	0.043943721	0.259942221	0.223387842	31.33719985	0.010178246	0.009363986	0.010178246	0.000405112	0.000264009	1049451.65	882073.6	1373.5	40575385.6
Los Angeles (SC)	2022	OFF - Light Commercial - Welders	Aggregated	100	Gasoline	0.009708706	0.008930068	0.010683839	0.35006834	0.029348931	11.08288617	0.000772725	0.000583837	0.000858584	0.000107076	0.000154476	441522.25	132721.3	638.91	9290491
Los Angeles (SC)	2022	OFF - Light Commercial - Welders	Aggregated	175	Gasoline	0.000805416	0.000740822	0.000886311	0.046242084	0.004107793	1.379902004	9.89243E-05	7.47428E-05	0.000109916	1.37079E-05	1.92915E-05	55067.55	9150.55	44.05	1189571.5
Los Angeles (SC)	2022	OFF - Military - A/C unit	Aggregated	100	Diesel	6.22752E-05	7.41126E-05	8.96762E-05	0.001017529	0.00082691	0.173547776	4.14803E-05	3.81619E-05	4.14803E-05	2.0358E-06	1.44988E-06	5763.35	1660.75	5.54	167735.75
Los Angeles (SC)	2022	OFF - Military - A/C unit	Aggregated	300	Diesel	3.13555E-05	3.73156E-05	4.51519E-05	0.00026507	0.000410033	0.149208051	1.21934E-05	1.1218E-05	1.21934E-05	1.67885E-06	1.23869E-06	4923.85	697.15	2.31	145007.2
Los Angeles (SC)	2022	OFF - Military - A/C unit	Aggregated	600	Diesel	1.80575E-05	2.14899E-05	2.60027E-05	0.000155774	0.000225973	0.089334647	7.07806E-06	6.51181E-06	7.07806E-06	8.76849E-07	7.39171E-07	2938.25	273.75	0.9	86231.25
Los Angeles (SC)	2022	OFF - Military - Aircraft Support	Aggregated	100	Diesel	1.13979E-05	1.35644E-05	1.64129E-05	0.000186232	0.000151345	0.03176343	7.59189E-06	6.98454E-06	7.59189E-06	3.72601E-07	2.68122E-07	1065.8	456.25	1.49	31025
Los Angeles (SC)	2022	OFF - Military - Aircraft Support	Aggregated	175	Diesel	2.52435E-05	3.00418E-05	3.63506E-05	0.000478	0.000307688	0.093421849	1.35311E-05	1.24486E-05	1.35311E-05	1.05116E-06	7.80492E-07	3102.5	649.7	2.16	90958
Los Angeles (SC)	2022	OFF - Military - Cart	Aggregated	100	Diesel	5.81865E-06	6.92468E-06	8.37886E-06	9.50724E-05	7.7262E-05	0.016215365	3.87569E-06	3.56564E-06	3.87569E-06	1.90215E-07	1.34979E-07	536.55	189.8	0.65	15373.8
Los Angeles (SC)	2022	OFF - Military - Cart	Aggregated	175	Diesel	2.06906E-06	2.46236E-06	2.97945E-06	3.9179E-05	2.52194E-05	0.007657255	1.10906E-06	1.02034E-06	1.10906E-06	8.61573E-08	6.33575E-08	251.85	58.4	0.16	8935.2
Los Angeles (SC)	2022	OFF - Military - Cart	Aggregated	300	Diesel	6.90634E-06	8.21912E-06	9.94513E-06	5.83841E-05	9.03137E-05	0.032864472	2.68572E-06	2.47086E-06	2.68572E-06	3.69782E-07	2.72713E-07	1084.05	160.6	0.52	31638.2
Los Angeles (SC)	2022	OFF - Military - Communications	Aggregated	50	Diesel	1.74178E-06	2.07286E-06	2.50816E-06	1.77334E-05	1.80029E-05	0.002669196	6.81207E-07	6.2671E-07	6.81207E-07	3.4506E-08	1.65281E-08	65.7	58.4	0.17	2336
Los Angeles (SC)	2022	OFF - Military - Communications	Aggregated	100	Diesel	2.87341E-06	3.41959E-06	4.13771E-06	4.69493E-05	3.81541E-05	0.008007587	1.91392E-06	1.76081E-06	1.91392E-06	9.39331E-08	6.61122E-08	262.8	87.6	0.32	7008
Los Angeles (SC)	2022	OFF - Military - Compressor (Military)	Aggregated	50	Diesel	2.13368E-06	2.53925E-06	3.07249E-06	2.17234E-05	2.20536E-05	0.003269765	8.34478E-07	7.6772E-07	8.34478E-07	4.22699E-08	2.66285E-08	105.85	58.4	0.17	2861.6
Los Angeles (SC)	2022	OFF - Military - Compressor (Military)	Aggregated	100	Diesel	6.41788E-05	7.63781E-05	9.24175E-05	0.001048632	0.000852188	0.178852788	4.27483E-05	3.93284E-05	4.27483E-05	2.09803E-06	1.49763E-06	5953.15	2441.85	8.13	173371.35
Los Angeles (SC)	2022	OFF - Military - Compressor (Military)	Aggregated	175	Diesel	3.01119E-06	3.58356E-06	4.33611E-06	5.70186E-05	3.67027E-05	0.011143892	1.61406E-06	1.48494E-06	1.61406E-06	1.25388E-07	9.18225E-08	365	58.4	0.17	9752.8
Los Angeles (SC)	2022	OFF - Military - Compressor (Military)	Aggregated	300	Diesel	6.25427E-06	7.4431E-06	9.00615E-06	5.28717E-05	8.17866E-05	0.029761533	2.43214E-06	2.23757E-06	2.43214E-06	3.34868E-07	2.45166E-07	974.55	124.1	0.42	27674.3
Los Angeles (SC)	2022	OFF - Military - Compressor (Military)	Aggregated	600	Diesel	3.52179E-05	4.19122E-05	5.07138E-05	0.00030381	0.000440722	0.174231753	1.38045E-05	1.27002E-05	1.38045E-05	1.71014E-06	1.4462E-06	5748.75	456.25	1.49	170181.25
Los Angeles (SC)	2022	OFF - Military - Crane	Aggregated	100	Diesel	4.52161E-06	5.38108E-06	6.51111E-06	0.000157234	8.04231E-05	0.028026557	1.19913E-06	1.1032E-06	1.19913E-06	3.28766E-07	2.31393E-07	919.8	255.5	0.85	26827.5
Los Angeles (SC)	2022	OFF - Military - Crane	Aggregated	175	Diesel	8.97758E-07	1.06841E-06	1.29277E-06	3.50341E-05	8.49916E-06	0.007056686	2.30555E-07	2.12111E-07	2.30555E-07	7.93998E-08	5.96846E-08	237.25	32.85	0.16	4631.85
Los Angeles (SC)	2022	OFF - Military - Crane	Aggregated	300	Diesel	8.20878E-07	9.76913E-07	1.18207E-06	1.2078E-05	5.73966E-06	0.007140098	1.71052E-07	1.57368E-07	1.71052E-07	8.03384E-08	5.96846E-08	237.25	32.85	0.09	7029.9
Los Angeles (SC)	2022	OFF - Military - Deicer	Aggregated	100	Diesel	2.63396E-06	3.13463E-06	3.7929E-06	4.30369E-05	3.49746E-05	0.007340288	1.75443E-06	1.61407E-06	1.75443E-06	8.61053E-08	6.24393E-08	248.2	58.4	0.17	6424

Los Angeles (SC)	2022	OFF - Military - Generator (Military)	Aggregated	50	Diesel	1.11691E-05	1.32922E-05	1.60836E-05	0.000113715	0.000115444	0.017116217	4.36824E-06	4.01878E-06	4.36824E-06	2.2127E-07	1.44161E-07	573.05	434.35	1.45	16505.3
Los Angeles (SC)	2022	OFF - Military - Generator (Military)	Aggregated	100	Diesel	0.00033389	0.000397357	0.000480802	0.00545551	0.004433505	0.930481614	0.000222398	0.000204606	0.000222398	1.0915E-05	7.7792E-06	30922.8	10891.6	36.23	904002.8
Los Angeles (SC)	2022	OFF - Military - Generator (Military)	Aggregated	175	Diesel	0.000358489	0.000426632	0.000516224	0.006788205	0.004369549	1.326707106	0.000192158	0.000176785	0.000192158	1.49277E-05	1.10775E-05	44033.6	8770.95	29.16	1289329.65
Los Angeles (SC)	2022	OFF - Military - Generator (Military)	Aggregated	300	Diesel	0.000111795	0.000133045	0.000160985	0.000945081	0.001461935	0.531987393	4.34746E-05	3.99966E-05	4.34746E-05	5.98577E-06	4.41758E-06	17560.15	2314.1	7.7	516044.3
Los Angeles (SC)	2022	OFF - Military - Generator (Military)	Aggregated	600	Diesel	6.80619E-05	8.09993E-05	9.80092E-05	0.000587141	0.000851736	0.336719054	2.66785E-05	2.45442E-05	2.66785E-05	3.30501E-06	2.79508E-06	11110.6	938.05	3.12	326441.4
Los Angeles (SC)	2022	OFF - Military - Generator (Military)	Aggregated	750	Diesel	3.63917E-06	4.33091E-06	5.24041E-06	3.10635E-05	4.59173E-05	0.017814581	1.42587E-06	1.3118E-06	1.42587E-06	1.79121E-07	1.47834E-07	587.65	25.55	0.14	13669.25
Los Angeles (SC)	2022	OFF - Military - Hydraulic unit	Aggregated	100	Diesel	3.81026E-05	4.53452E-05	5.48677E-05	0.000622567	0.000505939	0.106183944	2.53794E-05	2.33491E-05	2.53794E-05	1.24559E-06	8.86087E-07	3522.25	1084.05	3.61	102984.75
Los Angeles (SC)	2022	OFF - Military - Lift (Military)	Aggregated	100	Diesel	1.13739E-06	1.35359E-06	1.63784E-06	1.85841E-05	1.51027E-05	0.00316967	7.57594E-07	6.96987E-07	7.57594E-07	3.71819E-08	2.57103E-08	102.2	25.55	0.14	2427.25
Los Angeles (SC)	2022	OFF - Military - Light	Aggregated	50	Diesel	2.72152E-06	3.23884E-06	3.919E-06	2.77084E-05	2.81296E-05	0.004170618	1.06439E-06	9.79234E-07	1.06439E-06	5.39157E-08	3.21379E-08	127.75	62.05	0.25	3102.5
Los Angeles (SC)	2022	OFF - Military - Other tactical support equipment	Aggregated	50	Diesel	5.44305E-07	6.47768E-07	7.83799E-07	5.54169E-06	5.62592E-06	0.000834124	2.12877E-07	1.95847E-07	2.12877E-07	1.07831E-08	0	0	0	0	0
Los Angeles (SC)	2022	OFF - Military - Other tactical support equipment	Aggregated	100	Diesel	7.56664E-06	9.00493E-06	1.0896E-05	0.000123633	0.000100472	0.021086646	5.04E-06	4.6368E-06	5.04E-06	2.47357E-07	1.76299E-07	700.8	255.5	0.85	20184.5
Los Angeles (SC)	2022	OFF - Military - Other tactical support equipment	Aggregated	175	Diesel	1.06744E-05	1.27034E-05	1.53711E-05	0.000202126	0.000130108	0.039504096	5.72171E-06	5.26397E-06	5.72171E-06	4.44489E-07	3.30561E-07	1314	255.5	0.85	37814
Los Angeles (SC)	2022	OFF - Military - Other tactical support equipment	Aggregated	300	Diesel	4.58553E-06	5.45716E-06	6.60316E-06	3.87647E-05	5.99646E-05	0.021820674	1.78321E-06	1.64055E-06	1.78321E-06	2.4552E-07	1.8089E-07	719.05	87.6	0.32	19096.8
Los Angeles (SC)	2022	OFF - Military - Other tactical support equipment	Aggregated	600	Diesel	1.82092E-06	2.16704E-06	2.62212E-06	1.57083E-05	2.27872E-05	0.009008536	7.13754E-07	6.56653E-07	7.13754E-07	8.84217E-08	7.43763E-08	295.65	25.55	0.14	6898.5
Los Angeles (SC)	2022	OFF - Military - Other tactical support equipment	Aggregated	750	Diesel	2.13335E-06	2.53886E-06	3.07202E-06	1.821E-05	2.69176E-05	0.010443228	8.35869E-07	7.68999E-07	8.35869E-07	1.05004E-07	8.63132E-08	343.1	0	0	0
Los Angeles (SC)	2022	OFF - Military - Pressure Washers	Aggregated	175	Diesel	2.05554E-06	2.44626E-06	2.95998E-06	3.89229E-05	2.50546E-05	0.007607208	1.10181E-06	1.01367E-06	1.10181E-06	8.55941E-08	6.33575E-08	251.85	58.4	0.16	8876.8
Los Angeles (SC)	2022	OFF - Military - Pump (Military)	Aggregated	50	Diesel	2.46244E-05	2.9305E-05	3.54591E-05	0.000250706	0.000254517	0.037735757	9.63056E-06	8.86011E-06	9.63056E-06	4.87829E-07	3.17706E-07	1262.9	938.05	3.12	36583.95
Los Angeles (SC)	2022	OFF - Military - Pump (Military)	Aggregated	100	Diesel	2.69382E-05	3.20587E-05	3.8791E-05	0.00044015	0.000357695	0.075071128	1.7943E-05	1.65076E-05	1.7943E-05	8.80623E-07	6.27148E-07	2492.95	730	2.43	73000
Los Angeles (SC)	2022	OFF - Military - Start Cart	Aggregated	100	Diesel	5.98627E-07	7.12415E-07	8.62023E-07	9.78111E-06	7.94877E-06	0.001668247	3.98734E-07	3.66835E-07	3.98734E-07	1.95694E-08	1.46916E-08	58.4	0	0	0
Los Angeles (SC)	2022	OFF - Military - Start Cart	Aggregated	600	Diesel	9.54297E-07	1.13569E-06	1.37419E-06	8.23231E-06	1.19422E-05	0.00472114	3.7406E-07	3.44135E-07	3.7406E-07	4.63395E-08	3.76472E-08	149.65	0	0	0
Los Angeles (SC)	2022	OFF - Military - Test Stand	Aggregated	100	Diesel	1.81743E-05	2.16289E-05	2.6171E-05	0.000296954	0.000241325	0.050647988	1.21056E-05	1.11371E-05	1.21056E-05	5.94127E-07	4.23302E-07	1682.65	532.9	1.78	49026.8
Los Angeles (SC)	2022	OFF - Military - Test Stand	Aggregated	175	Diesel	1.28021E-06	1.52355E-06	1.8435E-06	2.42415E-05	1.56042E-05	0.004737822	6.86218E-07	6.31321E-07	6.86218E-07	5.33086E-08	3.85655E-08	153.3	25.55	0.14	3628.1
Los Angeles (SC)	2022	OFF - Military - Test Stand	Aggregated	300	Diesel	2.14097E-05	2.54793E-05	3.08299E-05	0.000180991	0.000279972	0.101879868	8.32573E-06	7.65967E-06	8.32573E-06	1.14632E-06	8.47522E-07	3368.95	500.05	1.67	98509.85
Los Angeles (SC)	2022	OFF - Military - Test Stand	Aggregated	600	Diesel	1.38795E-05	1.65177E-05	1.99864E-05	0.000119732	0.000173689	0.06866506	5.44039E-06	5.00516E-06	5.44039E-06	6.7397E-07	5.71136E-07	2270.3	189.8	0.65	65101.4
Los Angeles (SC)	2022	OFF - Military - Welder	Aggregated	50	Diesel	8.00128E-06	9.52219E-06	1.15218E-05	8.14628E-05	8.2701E-05	0.012261618	3.12929E-06	2.87895E-06	3.12929E-06	1.58512E-07	1.02841E-07	408.8	335.8	1.13	11753
Los Angeles (SC)	2022	OFF - Military - Welder	Aggregated	100	Diesel	2.15266E-05	2.56185E-05	3.09983E-05	0.000351729	0.000285838	0.059990173	1.43385E-05	1.31914E-05	1.43385E-05	7.03716E-07	5.02269E-07	1996.55	938.05	3.12	58159.1
Los Angeles (SC)	2022	OFF - Oil Drilling - Compressors (Workover)	Aggregated	25	Diesel	2.77353E-06	3.30073E-06	3.99388E-06	1.36575E-05	2.51614E-05	0.003199756	1.06985E-06	9.8426E-07	1.06985E-06	4.05988E-08	2.57103E-08	102.2	160.6	0.16	3854.4
Los Angeles (SC)	2022	OFF - Oil Drilling - Generator (Drilling)	Aggregated	50	Diesel	2.29923E-06	2.73627E-06	3.31089E-06	2.00375E-05	1.56408E-05	0.002074605	7.19086E-07	6.61559E-07	7.19086E-07	2.68195E-08	1.46916E-08	58.4	58.4	0	1927.2
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	25	Diesel	8.56917E-07	1.03687E-06	1.23396E-06	1.46056E-05	9.90313E-06	0.001848787	4.92041E-08	4.52678E-08	4.92041E-08	1.70672E-08	1.50896E-08	59.98186794	82.99293074	0.052065829	2074.823269
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	50	Diesel	8.34689E-05	0.000100997	0.000120195	0.000301473	0.000212999	0.017950726	2.80137E-05	2.57726E-05	2.80137E-05	1.63459E-07	1.46511E-07	582.3915438	477.5998455	0.416526629	20146.76823
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	75	Diesel	6.09726E-06	7.37768E-06	8.78005E-06	7.92989E-05	7.2048E-05	0.01071673	4.32971E-06	3.98334E-06	4.32971E-06	9.88986E-08	8.74685E-08	347.6925115	191.0815909	0.208263314	13375.71136
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	100	Diesel	3.86318E-05	4.67445E-05	5.56298E-05	0.000360894	0.000418515	0.04743643	3.01968E-05	2.77811E-05	3.01968E-05	4.37414E-07	3.8717E-07	1539.022727	685.186304	0.520658286	58646.79311
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	175	Diesel	0.000237034	0.000286812	0.00034133	0.002944053	0.00214903	0.445863547	0.00013362	0.000122931	0.00013362	4.11512E-06	3.63908E-06	14465.55176	3876.405069	3.228081371	554162.4208
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	300	Diesel	0.000199736	0.00024168	0.00028762	0.001347869	0.002110615	0.605715977	6.85052E-05	6.30248E-05	6.85052E-05	5.59415E-06	4.94377E-06	19651.7878	3236.880496	2.499159771	754536.8396
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	600	Diesel	0.000283859	0.000343469	0.000408757	0.001808494	0.00344447	0.845175304	0.000111658	0.000102725	0.000111658	7.80555E-06	6.89821E-06	27420.78194	2406.482597	1.770238171	1049692.653
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	750	Diesel	8.29958E-05	0.000100425	0.000119514	0.000411246	0.00079723	0.191065756	3.32812E-05	3.06187E-05	3.32812E-05	1.76401E-06	1.55945E-06	6198.918018	372.7392667	0.260329143	237633.1275
Los Angeles (SC)	2022	Oil Drilling - Drill Rig (Mobile)	Aggregated	9999	Diesel	6.90504E-05	8.35509E-05	9.94325E-05	0.000331975	0.001400371	0.160004824	3.53572E-05	3.25287E-05	3.53572E-05	1.47725E-06	1.30594E-06	5191.180302	259.6002213	0.156197486	199652.3031
Los Angeles (SC)	2022	Oil Drilling - Workover Rig (Mobile)	Aggregated	25	Diesel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Angeles (SC)	2022	Oil Drilling - Workover Rig (Mobile)	Aggregated	75	Diesel	5.52392E-07	6.68394E-07	7.95444E-07	5.03799E-06	7.18548E-06	0.000642616	5.30038E-07	4.87635E-07	5.30038E-07	5.92473E-09	5.24495E-09	20.84897308	10.83726027	0.054186301	801.9572603
Los Angeles (SC)	2022	Oil Drilling - Workover Rig (Mobile)	Aggregated	175	Diesel	8.22534E-06	9.95266E-06	1.18445E-05	9.97324E-05	8.22011E-05	0.014805731	5.93356E-06	5.45888E-06	5.93356E-06	1.3664E-07	1.20842E-07	480.3556365	108.8602795	0.108372603	18477.7997
Los Angeles (SC)	2022	Oil Drilling - Workover Rig (Mobile)	Aggregated	300	Diesel	8.91796E-05	0.000107907	0.000128419	0.000551078	0.000794018	0.211560081	2.9594E-05	2.72265E-05	2.9594E-05	1.9533E-06	1.72672E-06	6863.833828	1197.896564	2.167452055	260835.1617
Los Angeles (SC)	2022	Oil Drilling - Workover Rig (Mobile)	Aggregated	600	Diesel	0.003910693	0.004731939	0.005631398	0.026447713	0.036350861	12.86212516	0.001171768	0.001078027	0.001171768	0.000118799	0.000104979	417297.4858	40802.88098	29.20641644	16058091.23
Los Angeles (SC)	2022	Oil Drilling - Workover Rig (Mobile)	Aggregated	750	Diesel	3.61584E-05	4.37517E-05	5.20681E-05	0.000210267	0.000291226	0.103006907	1.49172E-05	1.37238E-05	1.49172E-05	9.51265E-07	8.40729E-07	3341.945655	188.5141425	0.108372603	128540.4732
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	50	Diesel	1.7119E-05	2.07139E-05	2.46513E-05	0.000366866	0.00036052	0.058646075	1.1059E-05	1.01743E-05	1.1059E-05	5.41698E-07	4.78661E-07	1902.707308	2628.408003	6.532392755	110573.036
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	75	Diesel	0.000209161	0.000253084	0.000301191	0.004142991	0.003479146	0.632599521	0.00010825	9.959E-05	0.00010825	5.84242E-06	5.16319E-06	20523.99477	20151.12802	50.08167779	1325968.608
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	100	Diesel	0.000474301	0.000573904	0.000682994	0.013572607	0.00745153	2.031715975	0.000528932	0.000486617	0.000528932	1.877E-05	1.65826E-05	65916.78726	50640.66086	125.8574337	4258605.189
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	175	Diesel	0.00065779	0.000795926	0.000947217	0.023579349	0.009338023	4.262055898	0.000343423	0.00031595	0.000343423	3.93851E-05	3.47863E-05	138277.7098	65534.97288	162.874326	8933538.738
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	300	Diesel	0.000410497	0.000496702	0.000591116	0.004863171	0.004335135	2.556211401	0.000166295	0.000152991	0.000166295	2.36211E-05	2.08635E-05	82933.46374	19099.76482	47.46872068	5357980.777
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	600	Diesel	0.000640343	0.000774815	0.000922093	0.006693631	0.007504997	3.498224244	0.000285608	0.000262759	0.000285608	3.23236E-05	2.8552E-05	113496.033	15244.76642	37.88787798	7332499.277
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	750	Diesel	0.000263989	0.000319427	0.000380145	0.002180164	0.004695179	1.145400995	0.000149013	0.000137092	0.000149013	1.05819E-05	9.34861E-06	37161.27384	3504.544004	8.709857006	2400832.931
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Compressor	Aggregated	9999	Diesel	1.15204E-05	1.39397E-05	1.65894E-05	0.000143713	0.000232283	0.074494809	2.69988E-06	2.48389E-06	2.69988E-06	6.88396E-07	6.08017E-07	2416.902027	175.2272002	0.43549285	156145.8308
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	50	Diesel	9.52313E-05	0.00011523	0.000137133	0.001338408	0.00097566	0.137828393	4.03782E-05	3.71479E-05	4.03782E-05	1.27143E-06	1.12494E-06	4471.690415	5261.429728	3.919435653	259865.7099
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	75	Diesel	0.002662581	0.003221723	0.003834116	0.038903586	0.029395826	5.273832985	0.000782815	0.000720189	0.000782815	4.86793E-05	4.30443E-05	171103.7031	167196.5447	124.5509552	11054287.51
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	100	Diesel	0.002697826	0.003264369	0.003884869	0.061899504	0.030882702	8.406805937	0.00240133	0.002209224	0.00240133	7.76442E-05	6.86152E-05	272749.5602	182396.2306	135.8737693	17621196.97
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	175	Diesel	0.005777977	0.006991352	0.008320286	0.115261042	0.052569949	18.22620959	0.002593305	0.002385841	0.002593305	0.000168337	0.00014876	591329.2974	272425.1392	202.9396682	38203288.1
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	300	Diesel	0.006837216	0.008273031	0.009845591	0.045503114	0.053743777	19.93444712	0.002326252	0.002140152	0.002326252	0.000184099	0.000162702	646751.183	168365.7513	125.4219409	41783862.02
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	600	Diesel	0.011196376	0.013547615	0.016122781	0.083847561	0.072660681	40.99885681	0.003275955	0.003013879	0.003275955	0.000378719	0.000334627	1330162.757	213964.8089	159.3903832	85936197.05
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	750	Diesel	0.003581367	0.004333454	0.005157168	0.021839505	0.028623607	10.24798025	0.001390944	0.001279669	0.001390944	9.46402E-05	8.36426E-05	332484.4329	30983.97506	23.08112107	21480414.78
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Generator	Aggregated	9999	Diesel	0.022317271	0.027003898	0.032136871	0.145139826	0.347272103	67.00417957	0.009887614	0.009096605	0.009887614	0.000618817	0.000546879	2173876.814	111074.6276	82.74364156	140444998.4
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	50	Diesel	1.51621E-05	1.83461E-05	2.18334E-05	0.000298564	0.000306314	0.050108851	9.72815E-06	8.9499E-06	9.72815E-06	4.62826E-07	4.08982E-07	1625.726491	2047.430212	6.532392755	94476.70335
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	75	Diesel	0.000316234	0.000382643	0.000455377	0.008353344	0.00682921	1.351392385	0.000150019	0.000138017	0.000150019	1.24848E-05	1.10299E-05	43844.43763	39583.65077	126.2929266	2832603.914
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	100	Diesel	0.000606803	0.000734232	0.000873796	0.019272824	0.012127637	3.041442568	0.000763382	0.000702311	0.000763382	2.81014E-05	2.48238E-05	98676.25456	70977.58068	226.4562822	6375055.993
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	175	Diesel	0.001700664	0.002057803	0.002448956	0.054208552	0.027242517	9.837405131	0.001041078	0.000957792	0.001041078	9.09007E-05	8.02916E-05	319163.7755	148097.452	472.5097426	20619823.37
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	300	Diesel	0.000636326	0.000769954	0.000916309	0.006528073	0.007996559	3.301424336	0.00029493	0.000271336	0.00029493	3.05042E-05	2.69458E-05	107111.0767	29073.50901	92.75997712	6919994.224
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	600	Diesel	0.000803037	0.000971675	0.001156373	0.0081956	0.009952974	4.341756261	0.000347872	0.000320043	0.000347872	4.01176E-05	3.54368E-05	140863.5003	20474.30212	65.32392755	9100595.739
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	750	Diesel	0.000354384	0.000428805	0.000510313	0.003568171	0.005400522	1.901922167	0.000204182	0.000187848	0.000204182	1.75736E-05	1.55232E-05	61705.7701	5732.804594	18.29069971	3986549.157
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Other Portable Equipment	Aggregated	9999	Diesel	0.00383496	0.004640302	0.005522343	0.032151567	0.093064271	16.78073343	0.001991417	0.001832103	0.001991417	0.000155031	0.000136962	544432.4155	14468.50683	46.16224213	35173478.65
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	50	Diesel	3.74022E-06	4.52566E-06	5.38591E-06	6.38568E-05	5.92869E-05	0.010148438	2.1435E-06	1.97202E-06	2.1435E-06	9.37151E-08	8.28302E-08	329.254887	410.3614391	1.306478551	19134.16337
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	75	Diesel	0.000206798	0.000250225	0.000297788	0.004803434	0.00408848	0.76436972	0.000126991	0.000116832	0.000126991	7.06077E-06	6.23868E-06	24799.13377	22569.87915	71.8563203	1602167.28
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	100	Diesel	0.00031145	0.000376855	0.000448488	0.009263085	0.006291224	1.465582919	0.000377416	0.000347223	0.000377416	1.35407E-05	1.19619E-05	47549.22375	33239.27657	105.8247626	3071954.496
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	175	Diesel	0.000438516	0.000530605	0.000631464	0.014115326	0.006921256	2.55885341	0.000271031	0.000249349	0.000271031	2.36447E-05	2.0885E-05	83019.18082	38437.18813	122.3734909	5363518.595
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	300	Diesel	0.00028199	0.000341208	0.000406066	0.003578584	0.003027055	1.887325129	0.000108286	9.96227E-05	0.000108286	1.74408E-05	1.54041E-05	61232.1853	16414.45757	52.25914204	3955952.844
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	600	Diesel	0.000579443	0.000701126	0.000834398	0.006560378	0.008750489	3.569898709	0.000330547	0.000304103	0.000330547	3.29881E-05	2.9137E-05	115821.4321	18329.47761	58.35604194	7482733.49
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	750	Diesel	0.000291103	0.000352235	0.000419189	0.0033206	0.005339611	1.81030663	0.00021599	0.00019871	0.00021599	1.67284E-05	1.47755E-05	58733.40492	5471.485855	17.41971401	3794517.199
Los Angeles (SC)	2022	Portable Equipment - Non-Rental Pump	Aggregated	9999	Diesel	0.000170661	0.0002065	0.000245752	0.00195637	0.003900492	1.032751127	6.56542E-05	6.04019E-05	6.56542E-05	9.54318E-06	8.42918E-06	33506.47293	1641.445757	5.225914204	2164711.683
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	50	Diesel	1.42836E-05	1.72832E-05	2.05684E-05	0.00032933	0.000259193	0.055649044	3.89529E-06	3.58367E-06	3.89529E-06	5.14075E-07	4.542E-07	1805.47196	2066.528963	3.919435653	104922.3469
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	75	Diesel	5.95618E-05	7.20697E-05	8.57689E-05	0.001070941	0.000861911	0.16129433	1.59057E-05	1.46333E-05	1.59057E-05	1.48946E-06	1.31646E-06	5233.016905	5281.129571	10.01633556	338083.1177
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	100	Diesel	3.38774E-05	4.09917E-05	4.87835E-05	0.001014445	0.000532682	0.149943568	3.61187E-05	3.32292E-05	3.61187E-05	1.38529E-06	1.22382E-06	4864.753928	3673.829267	6.967885605	314291.2023
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	175	Diesel	0.000546983	0.00066185	0.000787656	0.019302514	0.008579985	3.507385502	0.000258595	0.000237907	0.000258595	3.24111E-05	2.86268E-05	113793.2599	52581.68138	99.72786272	7351701.855
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	300	Diesel	0.000318012	0.000384795	0.000457937	0.004284269	0.002195241	2.240867462	8.94536E-05	8.22973E-05	8.94536E-05	2.07084E-05	1.82897E-05	72702.47694	16302.61737	30.91999237	4696999.936
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	600	Diesel	0.00493789	0.005974847	0.007110562	0.060092708	0.046004644	31.54274643	0.001880109	0.0017297	0.001880109	0.00029148	0.000257448	1023369.67	118940.2225	225.5852965	66115591.59
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	750	Diesel	0.000559743	0.000677289	0.00080603	0.006315147	0.004889496	3.234967211	0.000256282	0.000235779	0.000256282	2.98921E-05	2.64034E-05	104954.9485	10562.25914	20.03267111	6780695.886
Los Angeles (SC)	2022	Portable Equipment - Rental Compressor	Aggregated	9999	Diesel	0.000393262	0.000475847	0.000566297	0.004494076	0.009126995	2.376963101	0.000186614	0.000171685	0.000186614	2.19644E-05	1.94005E-05	77117.95004	4592.286584	8.709857006	4982265.001
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	50	Diesel	1.22397E-05	1.481E-05	1.76252E-05	0.000176796	0.000108407	0.017205109	6.04425E-06	5.56071E-06	6.04425E-06	1.58703E-07	1.40426E-07	558.2008152	626.1340044	0.43549285	32439.01918
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	75	Diesel	0.002708138	0.003276847	0.003899719	0.042372939	0.031705872	5.863299595	0.000825788	0.000759725	0.000825788	5.41279E-05	4.78555E-05	190228.2981	182831.1293	127.1639123	12289846.8
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	100	Diesel	0.003964799	0.004797407	0.005709311	0.100071277	0.047630315	13.73045294	0.003687617	0.003392607	0.003687617	0.000126826	0.000112066	445469.4243	297413.6521	206.8591039	28779897.81
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	175	Diesel	0.006904409	0.008354335	0.009942349	0.165678028	0.059978329	26.54843124	0.002291328	0.002108021	0.002291328	0.000245246	0.000216685	861334.6136	373802.0006	259.9892316	55647191.05
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	300	Diesel	0.016610054	0.020098165	0.023918477	0.118798755	0.119392605	54.23869387	0.005024817	0.004622831	0.005024817	0.000500965	0.000442689	1759714.689	443929.0091	308.7644309	113687732.9
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	600	Diesel	0.022354977	0.027049522	0.032191167	0.171261828	0.138603693	83.64464408	0.006698068	0.006162222	0.006698068	0.000772666	0.000682696	2713758.359	413248.4429	287.4252812	175324464.5
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	750	Diesel	0.005162097	0.006246137	0.007433419	0.02575241	0.058675649	12.11907472	0.00225853	0.002077848	0.00225853	0.000111892	9.89143E-05	393190.0324	36941.90626	25.69407817	25402347.14
Los Angeles (SC)	2022	Portable Equipment - Rental Generator	Aggregated	9999	Diesel	0.046710127	0.056519254	0.067262583	0.313035837	0.776003835	153.7538349	0.021819167	0.020073634	0.021819167	0.001420129	0.001254918	4988373.843	250453.6018	174.1971401	322277762.8
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	50	Diesel	3.51106E-05	4.24839E-05	5.05593E-05	0.000578332	0.000460209	0.069936846	1.53087E-05	1.4084E-05	1.53087E-05	6.45548E-07	5.70815E-07	2269.023958	3249.146532	2.612957102	131860.9892
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	75	Diesel	0.00107666	0.001302759	0.001550391	0.0215655	0.016205103	3.242082693	0.000239049	0.000219925	0.000239049	2.99424E-05	2.64614E-05	105185.8024	91517.62731	73.5982917	6795610.385
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	100	Diesel	0.00044692	0.000540774	0.000643565	0.012879265	0.004856429	1.720490914	0.000402244	0.000370064	0.000402244	1.58934E-05	1.40424E-05	55819.43294	39531.2828	31.79097807	3606257.778
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	175	Diesel	0.00211392	0.002557843	0.003044045	0.056266295	0.02017261	9.430442498	0.000744564	0.000684999	0.000744564	8.71257E-05	7.697E-05	305960.3211	144045.4962	115.8410982	19766803.95
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	300	Diesel	0.002037591	0.002465485	0.002934131	0.014125976	0.014346688	6.267865921	0.000592196	0.00054482	0.000592196	5.78884E-05	5.11575E-05	203354.007	53069.39335	42.67829933	13137843.41
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	600	Diesel	0.001456796	0.001762723	0.002097786	0.010091458	0.010458287	4.91465578	0.000482917	0.000444284	0.000482917	4.53947E-05	4.01128E-05	159450.5943	24910.12341	20.03267111	10301429.37
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	750	Diesel	0.00084891	0.001027181	0.00122243	0.007069072	0.006747702	3.528518865	0.000379437	0.000349082	0.000379437	3.25974E-05	2.87993E-05	114478.9086	10830.48844	8.709857006	7395998.719
Los Angeles (SC)	2022	Portable Equipment - Rental Other Portable Equipment	Aggregated	9999	Diesel	0.001128526	0.001365516	0.001625077	0.00676393	0.016489339	3.29000052	0.000449133	0.000413202	0.000449133	3.03838E-05	2.68525E-05	106740.4436	5415.24422	4.354928503	6896049.181
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	50	Diesel	1.2729E-05	1.54021E-05	1.83298E-05	0.000125376	0.000105592	0.011608391	7.54763E-06	6.94382E-06	7.54763E-06	1.06943E-07	9.47461E-08	376.621473	422.4564075	0.43549285	21886.80283
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	75	Diesel	0.000445708	0.000539307	0.00064182	0.009757626	0.007856819	1.501539731	0.000265224	0.000244006	0.000265224	1.38691E-05	1.22554E-05	48715.80291	42245.64075	43.54928503	3147322.248
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	100	Diesel	0.000663496	0.00080283	0.000955434	0.016714737	0.007800939	2.304518905	0.000626196	0.0005761	0.000626196	2.12865E-05	1.88092E-05	74767.5779	55764.24578	57.48505624	4830417.385
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	175	Diesel	0.001062628	0.00128578	0.001530184	0.024394717	0.010098546	3.900244229	0.000463807	0.000426702	0.000463807	3.60278E-05	3.18333E-05	126539.1287	54919.33297	56.61407054	8175158.595
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	300	Diesel	0.001355703	0.001640401	0.001952212	0.012272888	0.009809227	5.887330535	0.000388251	0.000357191	0.000388251	5.43906E-05	4.80516E-05	191007.9555	44780.37919	46.16224213	12340217.17
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	600	Diesel	0.001581523	0.001913643	0.002277393	0.016186196	0.011357496	8.350983414	0.000533823	0.000491117	0.000533823	7.71615E-05	6.81596E-05	270938.4599	44780.37919	46.16224213	17504189.43
Los Angeles (SC)	2022	Portable Equipment - Rental Pump	Aggregated	750	Diesel	0.000282006	0.000341228	0.000406089	0.001756676	0.002664594	0.848296855	0.000120112	0.000110503	0.000120112	7.83446E-06	6.92368E-06	27522.05722	2534.738445	2.612957102	1778083.862
Los Angeles (SC)	2022	TRU - Instate Genset TRU	Aggregated	50	Diesel	0.006766677	0.00818768	0.009744016	0.128999742	0.095751108	2.632509878	0.000428697	0.000394402	0.000428697	2.42991E-05	2.16303E-05	1671.021909	1006672.933	1289.414991	31710197.4
Los Angeles (SC)	2022	TRU - Instate Trailer TRU	Aggregated	50	Diesel	0.132925967	0.160840421	0.191413393	1.980357934	1.294169214	30.49023007	0.020470879	0.018833208	0.020470879	0.0002798	0.000250526	19354.09355	7749377.7	5849.103547	263478841.8
Los Angeles (SC)	2022	TRU - Instate Truck TRU	Aggregated	25	Diesel	0.017629925	0.021332209	0.025387091	0.172620763	0.207026353	4.14226772	0.008399205	0.007727269	0.008399205	3.80253E-05	3.40354E-05	2629.361496	2085325.724	1532.20112	29403092.72
Los Angeles (SC)	2022	TRU - Instate Van TRU	Aggregated	25	Diesel	0.000408145	0.000493856	0.000587729	0.003996292	0.004792805	0.095896397	0.000194447	0.000178892	0.000194447	8.80312E-07	7.87943E-07	60.87155928	75633.5755	55.57206135	680702.1795
Los Angeles (SC)	2022	TRU - Out-of-State Genset TRU	Aggregated	50	Diesel	0.004243335	0.005134436	0.006110403	0.081089479	0.060294829	1.658816139	0.000269405	0.000247853	0.000269405	1.53121E-05	1.36298E-05	1052.956395	634332.0198	5130.312871	19981458.62
Los Angeles (SC)	2022	TRU - Out-of-State Trailer TRU	Aggregated	50	Diesel	0.070339153	0.085110375	0.10128838	1.138234409	0.750859741	19.04654266	0.005704703	0.005248327	0.005704703	0.000175166	0.000156498	12090.05533	4840857.303	23071.06568	164589148.3
Los Angeles (SC)	2022	TRU - Railcar TRU	Aggregated	50	Diesel	0.007281008	0.00881002	0.010484652	0.117821924	0.077723656	1.971562527	0.00059051	0.000543269	0.00059051	1.81319E-05	1.61996E-05	1251.476473	501091.092	1554.108154	17037097.13

Appendix C Geotechnical Engineering Investigation

Appendix

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Cal Land Engineering, Inc.
dba Quartech Consultants
Geotechnical, Environmental, and Civil Engineering

January 22, 2019

Greenstate Holding Inc.
126 N. New Avenue
Monterey Park, California 91755

Attention: Ms. Lan Luo

Subject: Report of Geotechnical Engineering Investigation, Proposed Residential Development, 126 N. New Ave APN: 5286-019-013, Monterey Park, California
QCI Project No.: 18-027-008GE

Ladies and Gentlemen:

In accordance with your request, Quartech Consultants (QCI) is pleased to submit this Geotechnical Engineering Report for the subject site. The purpose of this report was to evaluate the subsurface conditions and provide recommendations for foundation designs and other relevant parameters of the proposed construction.

Based on the findings and observations during our investigation, the proposed construction of the subject site for the intended use is considered feasible from the geotechnical engineering viewpoints, provided that specific recommendations set forth herein are followed.

This opportunity to be of service is sincerely appreciated. If you have any questions pertaining to this report, please call the undersigned.

Respectfully submitted,
Cal Land Engineering, Inc. (CLE)
dba Quartech Consultants (QCI)

Jack C. Lee, GE 2153
Principal

Giovani Valdivia
Project Engineer

Abe Kazemzadeh
Project Engineer

Dist: (4) Addressee

REPORT OF GEOTECHNICAL ENGINEERING INVESTIGATION

Proposed Residential Development

At

126 N. New Avenue
APN: 5286-019-013
Monterey Park, California

Prepared by

QUARTECH CONSULTANTS (QCI)

Project No.: 18-027-008 GE

January 22, 2019

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1.0 INTRODUCTION

1.1 Purpose

This report presents a summary of our preliminary geotechnical engineering investigation for the proposed construction at the subject site. The purposes of this investigation were to evaluate the subsurface conditions at the area of proposed construction and to provide recommendations pertinent to grading, foundation design and other relevant parameters of the development.

1.2 Scope of Services

Our scope of services included:

- Review of available soil engineering data of the area.
- Subsurface exploration consisting of logging and sampling of four 8-inch diameter hollow stem auger borings to a maximum depth of 51.5 feet below the existing grade at the subject site. The exploration was logged by a QCI engineer. Boring logs are presented in Appendix A.
- Laboratory testing of representative samples to establish engineering characteristics of the on-site soil. The laboratory test results are presented in Appendices A and B.
- Engineering analyses of the geotechnical data obtained from our background studies, field investigation, and laboratory testing.
- Preparation of this report presenting our findings, conclusions, and recommendations for the proposed construction.

1.3 Proposed Construction

The subject site would be used for 66 units of residential development and associated improvement. The proposed building is anticipated to be two or three stories in height above the ground level with one level of subterranean garage. The lowest garage floor will be approximately 10-12 feet below the existing ground surface. The subterranean garage will occupy a portion of the building site. Column loads are unknown at this time, but are expected to be light to medium.

1.4 Site Location

The project site is located on the southeast corner of Whitmore Street and New Avenue in the City of Monterey Park, California. The approximate location of the site is presented in the attached Site Location Map (Figure 1). The site is relatively flat and no major surface erosions were observed during our subsurface exploration.

2.0 SUBSURFACE EXPLORATION AND LABORATORY TESTING

2.1 Subsurface Exploration

Our subsurface exploration consisted of drilling of four 8-inch diameter hollow stem auger borings to a maximum depth of 51.5 feet at the locations shown on the attached Site Plan, Figure 2. The borings were supervised and logged by a QCI's engineer. Relatively undisturbed and bulk samples were collected for laboratory testing. Boring logs are presented in Appendix A.

2.2 Laboratory Testing

Representative samples were tested for the following parameters: in-situ moisture content and density, consolidation, direct shear strength, percent fines, expansion, and corrosion potential. Results of our laboratory testing along with a summary of the testing procedures are presented in Appendix B. In-situ moisture and density test results are presented on the boring logs in Appendix A.

3.0 SUMMARY OF GEOTECHNICAL CONDITIONS

3.1 Soil Conditions

The onsite near surface soils consist predominantly of sandy silt (ML) and silty fine sand (SM). In general, these soils exist in firm to stiff, medium dense and moist condition. Underlying the surface soils, sandy silt (ML) and fine-grained silty sand (SM) sand and silty sand (SP-SM) and poorly graded sand (SP) were disclosed in the borings to the depths explored (51.5 feet below the existing ground surface). These soils exist in the stiff to hard and dense and moist to very moist conditions. The soils become denser as depth increases.

3.2 Groundwater

Ground water level was not encountered to the depth explored (approximately 51.5 feet below the existing grade) during our subsurface investigation. In our opinion, groundwater will not be a problem during the near surface construction. Based on our review of the "Historically Highest Ground Water Contours and Borehole Log Data Locations, El Monte Quadrangle", by CGS (formerly CDMG), it is estimated that the highest historical ground water level is approximately 60 feet below the existing grade.

4.0 SEISMICITY

4.1 Faulting

Based on our study, there are no known active faults crossing the property. The nearest known regional fault is the Elysian Park (Upper) Fault located approximately 0.2 miles from the site.

4.2 Seismicity

The subject site is located in southern California, which is a tectonically active area. The type and magnitude of seismic hazards affecting the site depend on the distance to causative faults, the intensity, and the magnitude of the seismic event. Table 1 indicates the distance of the fault zones and the associated maximum earthquake magnitude that can be produced by nearby seismic events. As indicated in Table 1, the Elysian Park (Upper) fault is considered to have the most significant effect to the site from a design standpoint.

TABLE 1

Characteristics and Estimated Earthquakes for Regional Faults

Fault Name	Approximate Distance to Site (mile)	Maximum Earthquake Magnitude (Mw)
Elysian Park (Upper)	0.2	6.7
Raymond	4.0	6.8
Verdugo	5.4	6.9
Elsinore;W	5.8	7.7
Puente Hills (LA)	6.6	7.0
Hollywood	8.0	6.7
Sierra Madre	8.1	7.2
Sierra Madre Connected	8.1	7.3
Clamshell-Sawpit	10.0	6.7
Puente Hills (Santa Fe Springs)	10.2	6.7
Santa Monica Conn. Alt 2	10.6	7.4
Puente Hills (Coyote Hills)	12.3	6.9
San Jose	13.2	6.7

4.3 Estimated Earthquake Ground Motions

In order to estimate the seismic ground motions at the subject site, QCI has utilized the seismic hazard map published by California Geological Survey. According to this report, the peak ground alluvium acceleration at the subject site for a 2% and 10% probability of exceedance in 50 years is about 0.891g and 0.525g, respectively (USGS, 2008 Deaggregation of Seismic Hazards).

Peak ground acceleration (PGA), corresponding to USGS Design Map Summary Report, ASCE 7-10 Standard is 0.985g.

5.0 CONCLUSIONS

Based on our subsurface investigation, it is our opinion that the proposed construction is feasible from a geotechnical standpoint, provided the recommendations contained herein are incorporated in the design and construction. The following is a summary of the geotechnical design and construction factors that may affect the development of the site:

5.1 Seismicity

Based on our studies on seismicity, there are no known active faults crossing the property. However, the site is located in a seismically active region and is subject to seismically induced ground shaking from nearby and distant faults, which is a characteristic of all Southern California.

5.2 Seismic Induced Hazards

Based on our review of the "Seismic Hazard Zones, El Monte Quadrangle" by California Department of Conservation, Division of Mines and Geology, it is concluded that the site is not located in the mapped potential liquefaction areas.

5.3 Excavatability

Based on our subsurface investigation, excavation of the subsurface materials should be accomplished with conventional earthwork equipment.

5.4 Surficial Soil Removal and Recompaction

Based on our investigation, it is concluded that the existing surficial soils may not be suitable for structure support as they presently exist and will require remedial grading as discussed herein.

5.5 Groundwater

Groundwater was not encountered during our field exploration. Groundwater is not anticipated to be encountered during the near surface construction.

6.0 RECOMMENDATIONS

Based on the subsurface conditions exposed during field investigation and laboratory testing program, it is recommended that the following recommendations be incorporated in the design and construction phases of the project.

6.1 Grading

6.1.1 Site Preparation

Prior to initiating grading operations, any existing vegetation, trash, debris, over-sized materials (greater than 8 inches), and other deleterious materials within construction areas should be removed from the subject site.

6.1.2 Surficial Soil Removals

It is QCI's opinion that no additional removal will be necessary within the basement cut areas. However, it is recommended that the cut areas be cut to grade then observed by a representative of this office. In order to provide a uniform support of the building foundations, it is further recommended that the exposed soils within the basement cut areas be removed to at least 3 feet below the basement grade, then backfill with compacted fill to grade. This may also be necessary due to difference in expansion characteristics of foundation materials beneath a structure.

Outside the basement areas, the near surface soils should be removed to expose competent natural soils. Based on our field exploration and laboratory data obtained to date, it is recommended that the surficial soils be removed to a depth of at least 4 feet below existing grade for the uniform slab support. The recommended removal should be extended at least 4 feet beyond building lines. The existing near surface soils should also be removed to a depth of about 12-inches within the proposed driveway and concrete flatwork areas. Locally deeper removals may be necessary to expose competent natural ground. The actual removal depths should be determined in the field as conditions are exposed. Visual inspection and/or testing may be used to define removal requirements.

6.1.3 Treatment of Removal Bottoms

Soils exposed within areas approved for fill placement should be scarified to a depth of 6 to 10 inches, conditioned to near optimum moisture content, then compacted in-place to minimum project standards.

6.1.4 Structural Backfill

The onsite soils may be used as compacted fill, provided they are free of organic materials and debris. Fills should be placed in relatively thin lifts (6 to 8 inches), brought to near optimum moisture content, then compacted to at least 90 percent relative compaction based on laboratory standard ASTM D-1557-12.

6.2 Basement Excavation

The required excavation for the proposed basement will extend to a maximum of approximately 10 to 12 feet below the existing ground surface. The criteria for sloped excavations and/or shoring method for the alignments required vertical cuts, depends on many factors, which include depth of excavation, soil conditions, types of shoring, distance to the existing structures or public improvement, consequences of potential ground movement, and construction procedures.

6.2.1 Sloping Excavation

Should the space be available at the site, the required excavation may be made with sloping banks. Based on materials encountered in the test borings, it is our opinion that sloped excavations may be made no steeper than 1 to 1 (horizontal to vertical) for the underlying native soils. Flatter slope cuts may be required if loose soils encountered during excavation. No heavy construction vehicles, equipment, nor surcharge loading should be permitted at the top of the slope. A representative of this office should inspect the temporary excavation to make any necessary modifications or recommendations.

6.2.2 Shoring

Shoring will be required for temporary excavation made vertically or near vertically of more than 5 feet. An active earth pressure of 35 pound per cubic foot may be used for the temporary cantilever shoring system. Any surcharge loads resulting from adjacent buildings or traffic should be considered as an added load to the design. Soldier piles or beams should be spaced at the specification by the project structural/shoring engineer. Lagging may be required to span between soldier piles to support the lateral earth pressure. The shoring and bracing should be designed and constructed in accordance with current requirements of CAL/OSHA and all other public agencies having jurisdiction. Careful examination of the soil excavation and inspection of on-site installation of the shoring system by a representative of this office is recommended to verify the conditions or to make recommendations as are pertinent if different conditions are disclosed during excavation.

6.2.3 Slot Cut

Should the slot cut method be used for the onsite vertical excavation of more than 5 feet in height, the following presents the slot cut recommendations. The slot cut stability analysis is presented in the attached plate.

1. Excavate to the design elevation at the side slopes no steeper than 1:1, horizontal to vertical.

2. Excavate in alternative slots with each slot no wider than the design width (i.e. 8 feet)

3. Excavate the footings at each slot, pour the footings and construct the walls per project standard. The depth of vertical cut should be limited to no more than 12 feet.

4. After completion of the slope construction, excavate the adjacent slots and repeated the above procedures to complete the adjacent slope.

5. All excavations should be made under the inspection and testing of the project geotechnical consultant.

6. Care should be taken to prevent surcharge loads above un-shored slots within a horizontal distance from the top of cut equal to depth of excavation.

7. Provisions for drainage should be implemented to prevent saturation of un-shored excavations.

6.3 Shallow Foundation Design

6.3.1 Bearing Value

An allowable bearing value of 3000 pounds per square foot (psf) may be used for design of continuous and pad footings with a minimum of 18 and 24 inches in width, respectively. All footings should be a minimum of 24 inches deep. The above recommended value may be increased by one third (1/3) when considering short duration seismic or wind loads.

6.3.2 Settlement

Settlement of the footings placed as recommended, and subject to no more than allowable loads is not anticipated to exceed 3/4 inch. Differential settlement between adjacent columns is not anticipated to exceed 1/2 inch.

6.3.3 Lateral Pressures

The active earth pressure to be utilized for cantilever retaining wall designs may be computed as an equivalent fluid having a density of 40 pounds per cubic foot when the slope of the backfill behind the wall is level. Restrained retaining wall may be design with an equivalent fluid pressure of 65 pcf. These values assume free-draining condition.

Passive earth pressure for the residential foundation design may be computed as an equivalent fluid pressure of 300 pounds per cubic foot, with a maximum earth pressure of 3000 pounds per

square foot. An allowable coefficient of friction between soil and concrete of 0.30 may be used with the dead load forces. When combining passive pressure and frictional resistance, the passive pressure component should be reduced by one-third.

6.3.4 Wall Seismic Loading

It is recommended that earthquake earth pressure distribution on walls retaining more than 6 feet of soils when the slope of the backfill behind the wall is level may be computed as an inverted right triangle with 32H psf at the base. Resultant seismic earth force may be applied at approximately 0.6xH from the top of the footing. H should be measured from top of footing to the top of wall. The earthquake-induced pressure should be added to the static earth pressure. Design of walls less than 6 feet in height may neglect the additional seismic pressure.

6.3.5 Wall Drainage

Any proposed retaining walls at the site should be provided with backdrains to reduce the potential for the buildup of hydrostatic pressure. Backdrains should consist of 4-inch (minimum) diameter perforated PVC pipe surrounded by a minimum of 1 cubic foot per lineal foot of clean coarse gravel wrapped in filter fabric (Mirafi 140 or the equivalent) placed at the base of the wall.

The drain should be covered by no less than 18 inches (vertical) of compacted wall backfill soils. The backdrain should outlet through non-perforated PVC pipe or weepholes. Alternatively, commercially available drainage fabric (i.e., J-drain) could be used. The fabric manufacturer's recommendations should be followed in the installation of the drainage fabric backdrain.

If there is not enough room for placing the above mentioned drainage systems, an alternative system such as pre-fabricated drainage system AQUADRAIN 100 BD with a 3-inch drain pipe set in gravel behind the wall, to prevent the buildup of hydrostatic pressure. This drainpipe may be connected to a 3-inch drain collector pipe connected to a sump pump.

6.4 Foundation Construction

It is anticipated that the entire structure will be underlain by onsite soils of very low expansion potential. All footings should be founded at a minimum depth of 24 inches below the lowest adjacent ground surface. All continuous footings should have at least two No. 4 reinforcing bar placed both at the top and two No. 4 reinforcing bar placed at the bottom of the footings.

6.45 Concrete Slab

Concrete slabs should be a minimum of 4 inches thick and reinforced with a minimum of No. 4 reinforcing bar spaced 16-inch each way or it's equivalent. All slab reinforcement should be supported to ensure proper positioning during placement of concrete.

In order to comply with the requirements of the 2016 CalGreen Section 4.505.2.1 within the moisture sensitive slab areas, a minimum of 4-inch thick base of ½ inch or larger clean aggregate should be provided with a vapor barrier in direct contact with concrete. A 10-mil Polyethylene vapor retarder, with joints lapped not less than 6 inches, should be placed above the aggregate and in direct contact with the concrete slab. As an alternate method, 2 inches of sand then 10 mil polyethylene membrane and another 2 inches of sand over the membrane and under the concrete may be used, provided this request for an alternative method is approved by City Building Officials.

The above foundation and concrete slab reinforcement are provided based on the geotechnical engineering viewpoint. Architectural and/or structural engineering specifications, which exceed our recommendations, should prevail.

6.6 Temporary Excavation and Backfill

All trench excavations should conform to CAL-OSHA and local safety codes. All utilities trench backfill should be brought to near optimum moisture content and then compacted to obtain a minimum relative compaction of 90 percent of ASTM D-1557-12. All temporary excavations should be observed by a field engineer of this office so as to evaluate the suitability of the excavation to the exposed soil conditions.

7.0 INSPECTION

As a necessary requisite to the use of this report, the following inspection is recommended:

- Temporary excavations.
- Removal of surficial and unsuitable soils.
- Backfill placement and compaction.
- Utility trench backfill.

The geotechnical engineer should be notified at least 1 day in advance of the start of construction. A joint meeting between the client, the contractor, and the geotechnical engineer is recommended prior to the start of construction to discuss specific procedures and scheduling.

8.0 CORROSION POTENTIAL

Chemical laboratory tests were conducted on the existing onsite near surface materials sampled during QCI's field investigation to aid in evaluation of soil corrosion potential and the attack on concrete by sulfate soils. The testing results are presented in Appendix B.

According to 2016 CBC and ACI 318-14, a "negligible" exposure to sulfate can be expected for concrete placed in contact with the onsite soils. Therefore, Type II cement or its equivalent may be used for this project. Based on the resistivity test results, it is estimated that the subsurface soils are moderately corrosive to buried metal pipe. It is recommended that any underground steel utilities be blasted and given protective coating. Should additional protective measures be warranted, a corrosion specialist should be consulted.

9.0 SEISMIC DESIGN

Based on our studies on seismicity, there are no known active faults crossing the property. However, the subject site is located in Southern California, which is a tectonically active area. Based on ASCE 7-10 Standard, CBC 2016, the following seismic related values may be used:

Seismic Parameters (Latitude: 34.064224, Longitude: -118.107628)	Site Class "D"
Mapped 0.2 Sec Period Spectral Acceleration **S_S**	2.604g
Mapped 1.0 Sec Period Spectral Acceleration **S_1**	0.903g
Site Coefficient for Site Class "D", **F_a**	1.0
Site Coefficient for Site Class "D", **F_v**	1.5
Maximum Considered Earthquake Spectral Response Acceleration Parameter at 0.2 Second, **SM_S**	2.604g
Maximum Considered Earthquake Spectral Response Acceleration Parameter at 1.0 Second, **SM_1**	1.354g
Design Spectral Response Acceleration Parameters for 0.2 sec, **SD_S**	1.736g
Design Spectral Response Acceleration Parameters for 1.0 Sec, **SD_1**	0.903g

The Project Structural Engineer should be aware of the information provided above to determine if any additional structural strengthening is warranted.

10.0 REMARKS

The conclusions and recommendations contained herein are based on the findings and

observations at the exploratory locations. However, soil materials may vary in characteristics between locations of the exploratory locations. If conditions are encountered during construction, which appear to be different from those disclosed by the exploratory work, this office should be notified so as to recommend the need for modifications.

This report has been prepared in accordance with generally accepted professional engineering principles and practice. No warranty is expressed or implied. This report is subject to review by controlling public agencies having jurisdiction.

APPENDIX A
FIELD INVESTIGATION

Subsurface conditions were explored by four 8-inch diameter hollow stem auger borings to a maximum depth of 51.5 feet below the existing grade at the subject site at approximate locations shown on the enclosed Site Plan, Figure 2.

The drilling of the test boring was supervised by a QCI's engineer, who continuously logged the borings and visually classified the soils in accordance with the Unified Soil Classification System. Ring samples were taken at frequent intervals. These samples were obtained by driving a sampler with successive blows of 140-pound hammer dropping from a height of 30 inches.

Representative undisturbed samples of the subsurface soils were retained in a series of brass rings, each having an inside diameter of 2.42 inches and a height of 1.00 inch. All ring samples were transported to our laboratory. Bulk surface soil samples were also collected for additional classification and testing.

APPENDIX B

LABORATORY TESTING

During the subsurface exploration, QCI personnel collected relatively undisturbed ring samples and bulk samples. The following tests were performed on selected soil samples:

Moisture-Density

The moisture content and dry unit weight were determined for each relatively undisturbed soil sample obtained in the test borings in accordance with ASTM D2937 standard. The results of these tests are shown on the boring logs in Appendix A.

Shear Tests

Shear tests were performed in a direct shear machine of strain-control type in accordance with ASTM D3080 standard. The rate of deformation was 0.010 inch per minute. Selected samples were sheared under varying confining loads in order to determine the Coulomb shear strength parameters: internal friction angle and cohesion. The shear test results are presented in the attached plates.

Consolidation Tests

Consolidation tests were performed on selected undisturbed soil samples in accordance with ASTM D2435 standard. The consolidation apparatus is designed for a one-inch high soil filled brass ring. Loads are applied in several increments in a geometric progression and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. The samples were inundated with water at a load of one kilo-pounds (kips) per square foot, and the test results are shown on the attached Figures.

Expansion Index

Laboratory Expansion Index test was conducted on the existing onsite near surface materials sampled during QCI's field investigation to aid in evaluation of soil expansion potential. The test is performed in accordance with ASTM D-4829. The testing result is presented below:

Sample Location	Expansion Index	Expansion Potential
B-1 @ 0-4'	3	Very Low

Corrosion Potential

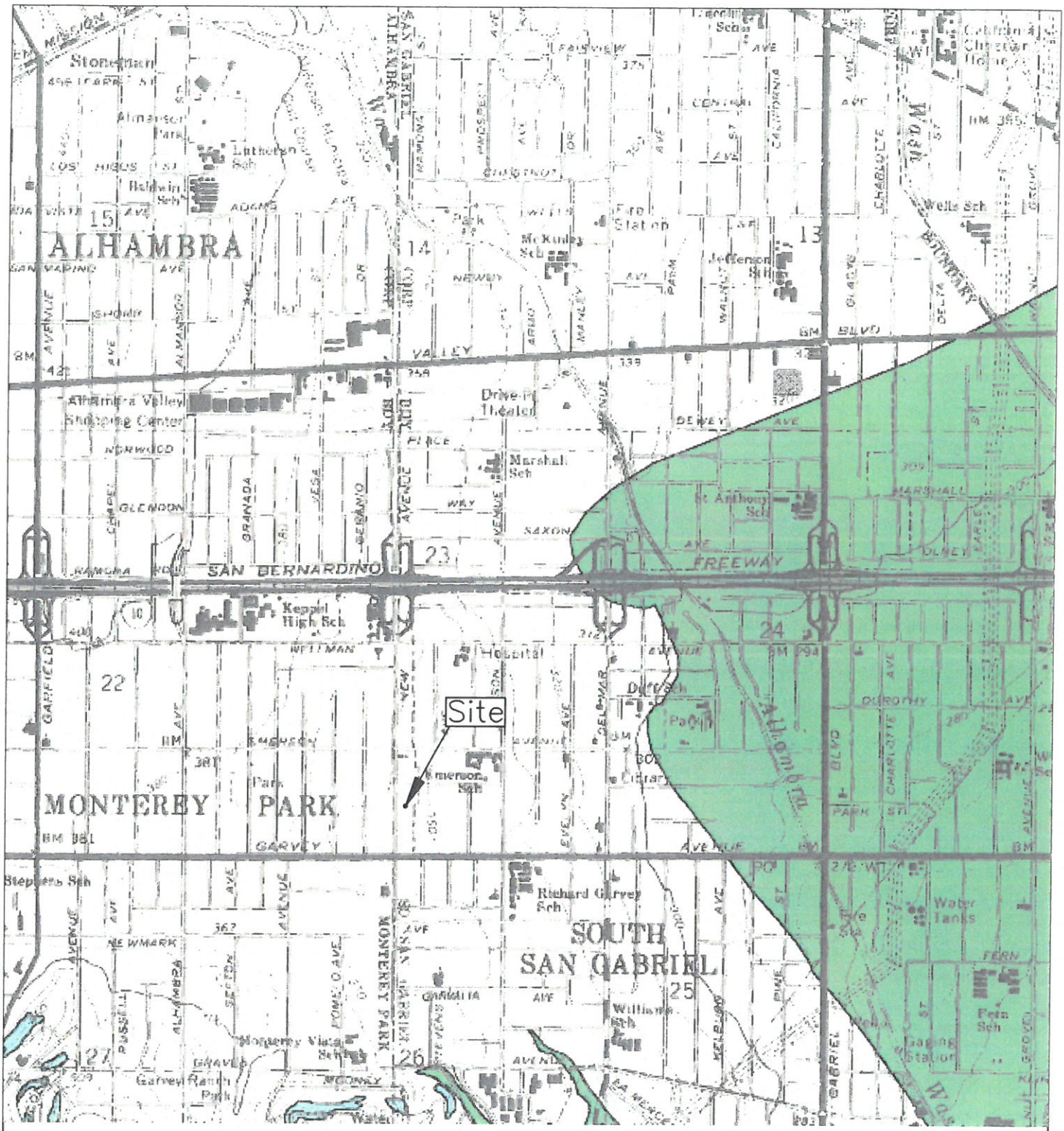
Chemical laboratory tests were conducted on the existing onsite near surface materials sampled during QCI's field investigation to aid in evaluation of soil corrosion potential and the attack on concrete by sulfate soils. These tests are performed in accordance with California Test Method 417, 422, 532, and 643. The testing results are presented below:

Sample Location	pH	Chloride (ppm)	Sulfate (% by weight)	Min. Resistivity (ohm-cm)
B-1 @ 0'-4'	7.7	20	0.0380	3,500

Percent Passing #200 Sieve

Percent of soil passing #200 sieve was determined for selected soil samples in accordance with ASTM D1140 standard. The test results are presented in the following table:

Sample Location	% Passing #200
B-1 @ 0-2'	60.4
B-1 @ 5'	56.2
B-1 @ 10'	73.9
B-1 @ 15'	89.9
B-1@ 20'	62.4
B-1@ 25'	64.2
B-1@ 30'	32.7
B-1@ 35'	36.5
B-1@ 40'	29.9
B-1@ 45'	52.3
B-1@ 50'	83.9
B-3 @ 2'	42.5
B-3 @ 10'	15.3
B-3 @ 20'	8.6
B-3 @ 30'	3.4
B-3 @ 35'	27.2
B-3 @ 40'	30.5
B-3 @ 45'	31.8
B-3 @ 50'	97.5



N

SCALE: 1"=2000'

LEGEND

Maps modified from "Seismic Hazard Zones, El Monte Quadrangle" by CDMG

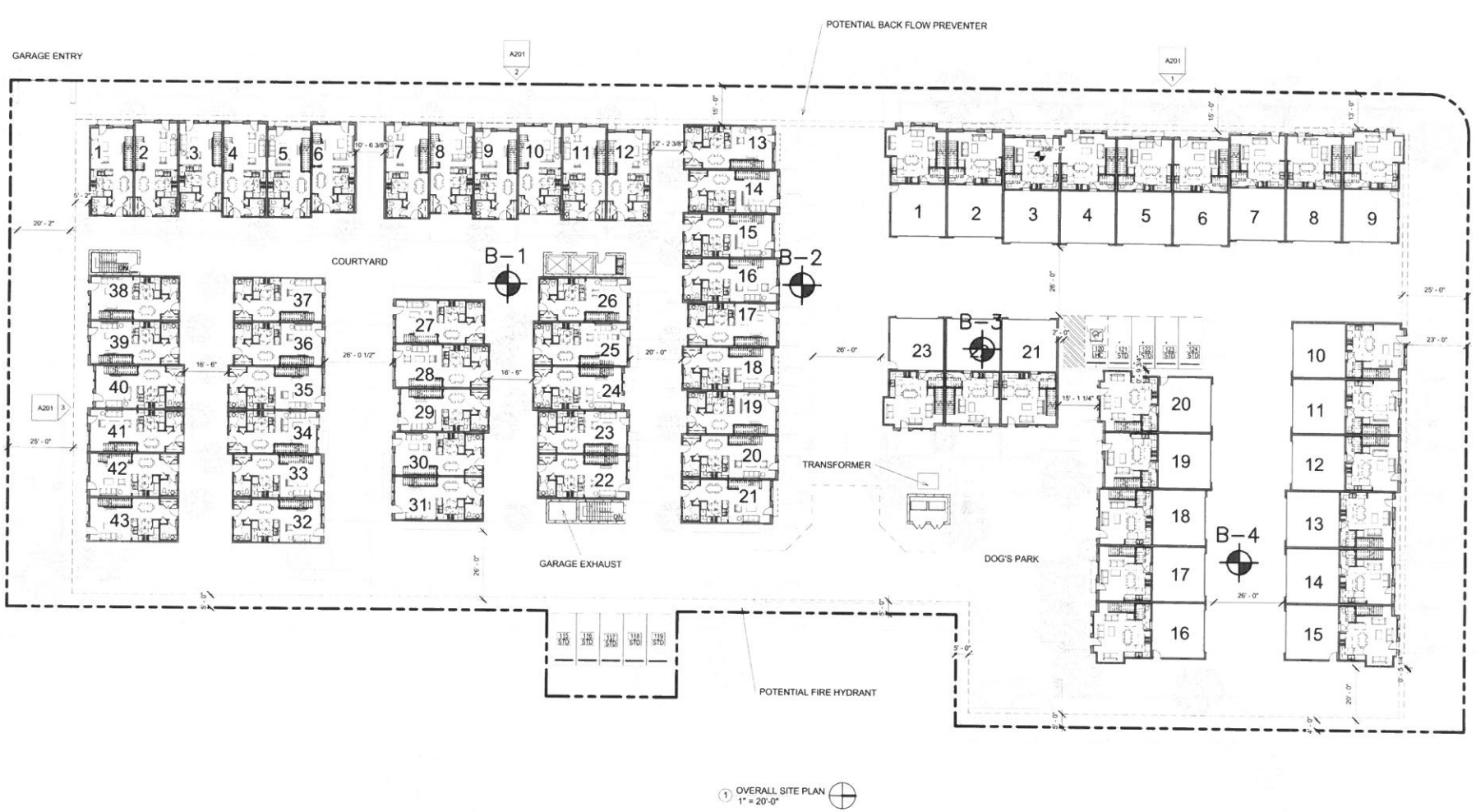
Area Subjected to Liquefaction Induced Settlement

CalLand Engineering, Inc. dba Quartech Consultants Geotechnical, Environmental & Civil Engineering Services	Project Address: APN: 5286-019-013 126 New Avenue Monterey Park, California

Site Location Map

12/18

FIGURE 1



D-20

LEGEND

B-1 Approximate boring location

NOT TO SCALE

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dba Quartech Consultants

Geotechnical, Environmental & Civil Engineering Services

Project Address:

APN: 5286-019-013
126 New Avenue
Monterey Park, California

SITE PLAN

12/18

FIGURE 2

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-1

PROJECT LOCATION: 126 N. New Avenue, Monterey Park, California
PROJECT NO.: 18-027-008

DATE DRILLED: 12/27/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: GT

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
	B		50	ML		7.8	Sandy silt, medium brown, slightly moist, firm Percent of Fines: 60.4
2		R	23 32	ML	119.6	7.3	Sandy silt, medium brown, moist, hard
5		R	9 15 22	ML	114.3	10.8	Sandy silt, medium brown, moist, hard Percent of Fines: 56.2
10		S	9 10 11	ML		11.4	Sansy silt, orange to medium brown, very moist, very stiff Percent of Fines: 73.9
15		R	6 12 20	ML	102.8	22.5	Sandy silt, orange to grayish brown, very moist, hard Percent of Fines: 89.9
20		S	5 10 11	ML		23.2	Sandy silt, light brown, very moist, very stiff Percent of Fines: 62.4
25		R	10 15 25	ML	110.9	15.1	Sandy silt, medium brown, mosit, hard Percent of Fines: 64.2
30		S	10 18 22	SM		9.2	Silty sand, fine grained, medium brown, moist, dense. Percent of Fines: 32.7
35		S	11 17 21	SM		12.4	Silty sand, fine grained, medium brown, moist, dense. Percent of Fines: 36.5

PLATE A-1

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-1

PROJECT LOCATION: 126 N. New Avenue, Monterey Park, California
PROJECT NO.: 18-027-008

DATE DRILLED: 12/27/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: GT

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
40		S	12 16 26	SM		6.2	Silty sand, fine grained, light brown, slightly moist, dense. Percent of Fines: 29.9
45		S	8 16 20	ML		21.7	Sandy silt, light brown, very moist, hard Percent of Fines: 52.3
50		S	5 10 20	ML		29.8	Clayey silt, yellow brown, very moist, hard. Percent of Fines: 83.9
55							Total Depth: 51.5 feet No Groundwater Hole Backfilled Hammer Driving Weight: 140 lbs Hammer Driving Height: 30 inches
60							
65							
70							
75							

PLATE A-2

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-2

PROJECT LOCATION: 126 N. New Avenue, Monterey Park, California
PROJECT NO.: 18-027-008

DATE DRILLED: 12/27/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: GT

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
2		R	5 9 13	SM	111.1	7.2	Silty sand, medium brown, slightly moist to moist, medium dense
5		S	8 14 16	SM		8.8	Silty sand, medium brown,slightly moist to moist, medium dense
10		R	14 19 20	SC	118.4	12.3	Clayey sand, reddish brown, moist, medium dense
15		S	9 12 14	SM		13.1	Silty sand, fine grained, light brown, moist, medium dense.
20		R	22 40 50	SP/ SM	125.3	7.4	Sand and silty sand, fine grained, light brown, slightly moist to moist, very dense
25							Total Depth: 21.5 feet No Groundwater Hole Backfilled Hammer Driving Weight: 140 lbs Hammer Driving Height: 30 inches
30							
35							

PLATE A-3

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-3

PROJECT LOCATION: 126 N. New Avenue, Monterey Park. California
PROJECT NO.: 18-027-008

DATE DRILLED: 12/27/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: GT

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
	B		7	SM		6.5	Silty sand, fine grained, medium to dark brown, slightly moist, medium dense
2		R	10 10	SM	113.3	6.7	Silty sand, fine grained, medium to dark brown, slightly moist, medium dense Percent of Fines: 45.5
5		R	10 12 14	SM	118.8	8.6	Silty sand, fine grained, medium brown, moist, medium dense.
			8				
10		S	10 10	SM		6.9	Silty sand, fine grained, medium brown, slightly moist, medium dense. Percent of Fines: 15.5
			14				
15		R	29 43	SM	122.9	6.3	Silty sand, coarse grained, reddish brown, slightly moist, very dense.
			15				
20		S	28 43	SP/ SM		4.9	Sand and silty sand, coarse grained, medium brown, slightly moist, very dense Percent of Fines: 8.6
			23				
25		R	30 50/5"	SP	122.2	3.5	Sand, coarse grained, light brown, slightly moist, very dense. Percent of Fines: 4.2
			16				
30		S	24 22	SP		4.7	Sand, fine grained, light brown, slightly moist, dense. Percent of Fines: 3.4
			18				
35		S	33 35	SM		4.7	Silty sand, fine grained, light brown, slightly moist, very dense. Percent of Fines: 27.2

PLATE A-4

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-3

PROJECT LOCATION: 126 N, New Avenue, Monterey Park. California
PROJECT NO.: 18-027-008

DATE DRILLED: 12/27/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: GT

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
40		S	12 13 14	SM		14.3	Silty sand, fined grained, medium brown, moist, medium dense. Percent of Fines: 30.5
45		S	10 14 14 40	SM		4.9	Silty sand, fine grained, tan brown, very moist, medium dense. Percent of Fines: 31.8
50		S	45 50	ML		39.4	Clayey silt, medium brown, very moist, hard Percent of Fines: 97.5
55							Total Depth: 51.5 feet No Groundwater Hole Backfilled Hammer Driving Weight: 140 lbs Hammer Driving Height: 30 inches

PLATE A-5

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-4

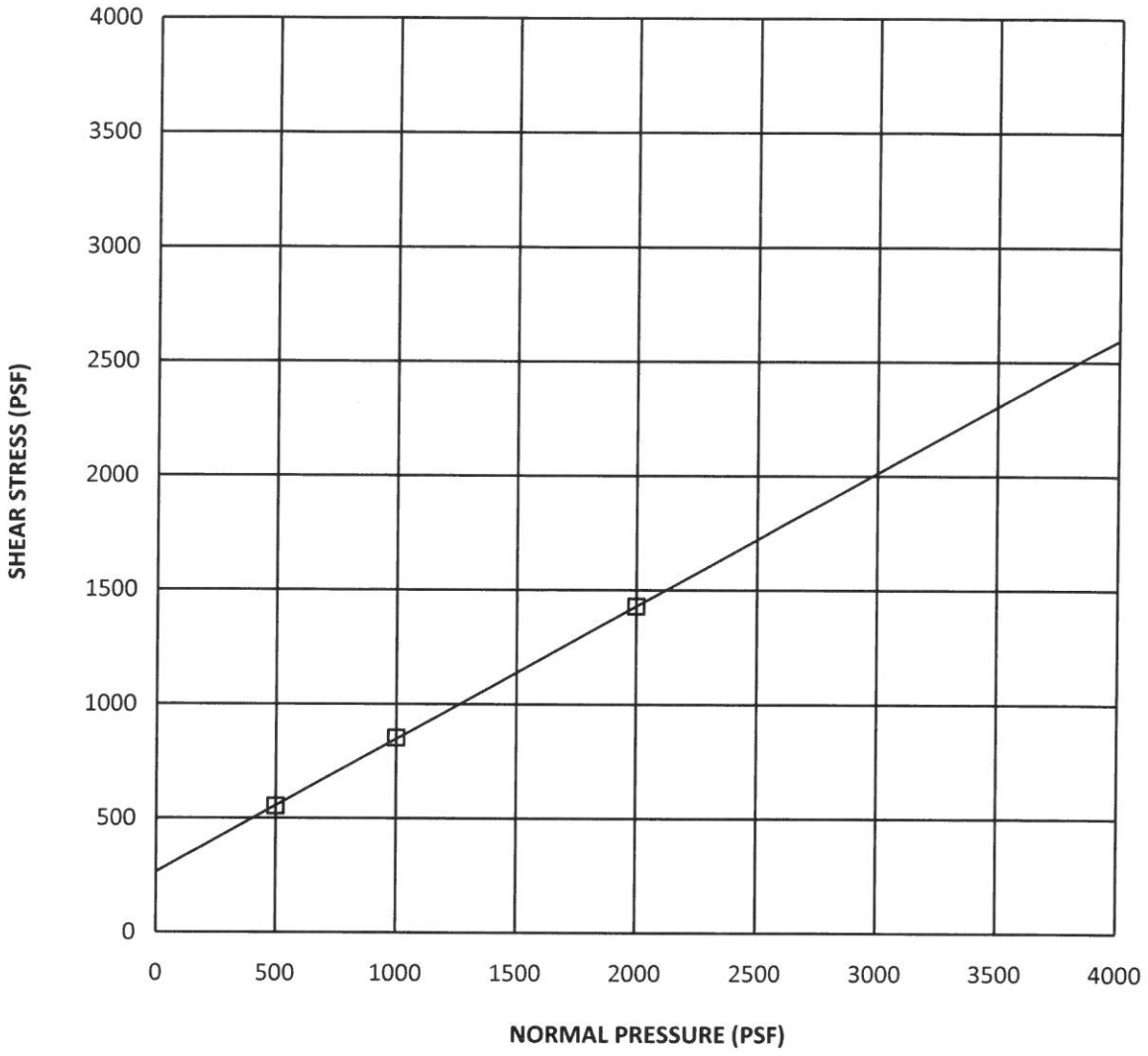
PROJECT LOCATION: 126 N. New Avenue, Monterey Park. California
PROJECT NO.: 18-027-008

DATE DRILLED: 12/27/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: GT

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
2		R	21 26 31	ML	119.8	7.4	Sandy silt, reddish brown, slightly moist, hard.
5		S	10 13 15	ML		9.4	Sandy silt, medium brown, slightly moist to moist, very stiff.
10		R	9 15 19	SM	106.6	7.2	Silty sand, fine grained, medium brown, slightly moist, medium dense.
15		S	7 9 11	ML		11.5	Sandy silt, medium brown, moist, very stiff
20		R	11 21 46	ML	103.6	21.4	Sandy silt, medium brown, very moist, very stiff.
25							Total Depth: 21.5 feet No Groundwater Hole Backfilled Hammer Driving Weight: 140 lbs Hammer Driving Height: 30 inches
30							
35							

PLATE A-6



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	COHESION (PSF)	FRICTION ANGLE (DEG)
□	B-1	N/A	2.0	RING	ML	260	30

Vertical Loads (PSF)	Moisture Content Before Test (%)	Moisture Content After Test (%)
500	7.3	15.1
1000	7.3	14.9
2000	7.3	14.6

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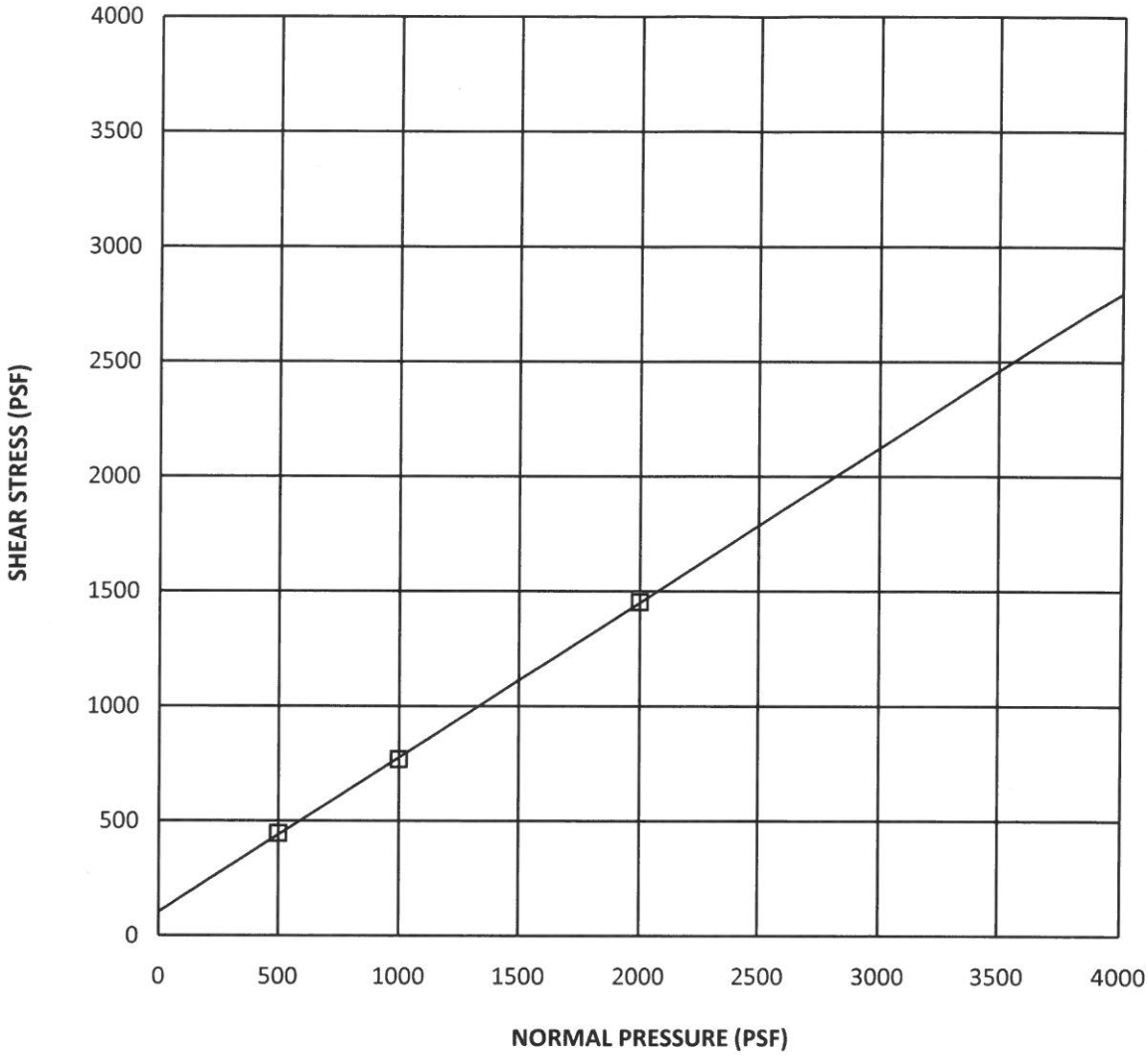
Project Address:
APN: 5286-019-013
126 New Avenue
Monterey Park, California

DIRECT SHEAR

(ASTM D3080)

1/19

FIGURE 3



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	COHESION (PSF)	FRICTION ANGLE (DEG)
□	B-3	N/A	5.0	RING	SM	110	33

Vertical Loads (PSF)	Moisture Content Before Test (%)	Moisture Content After Test (%)
500	8.6	15.3
1000	8.6	15.1
2000	8.6	14.7

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Geotechnical, Environmental & Civil Engineering Services

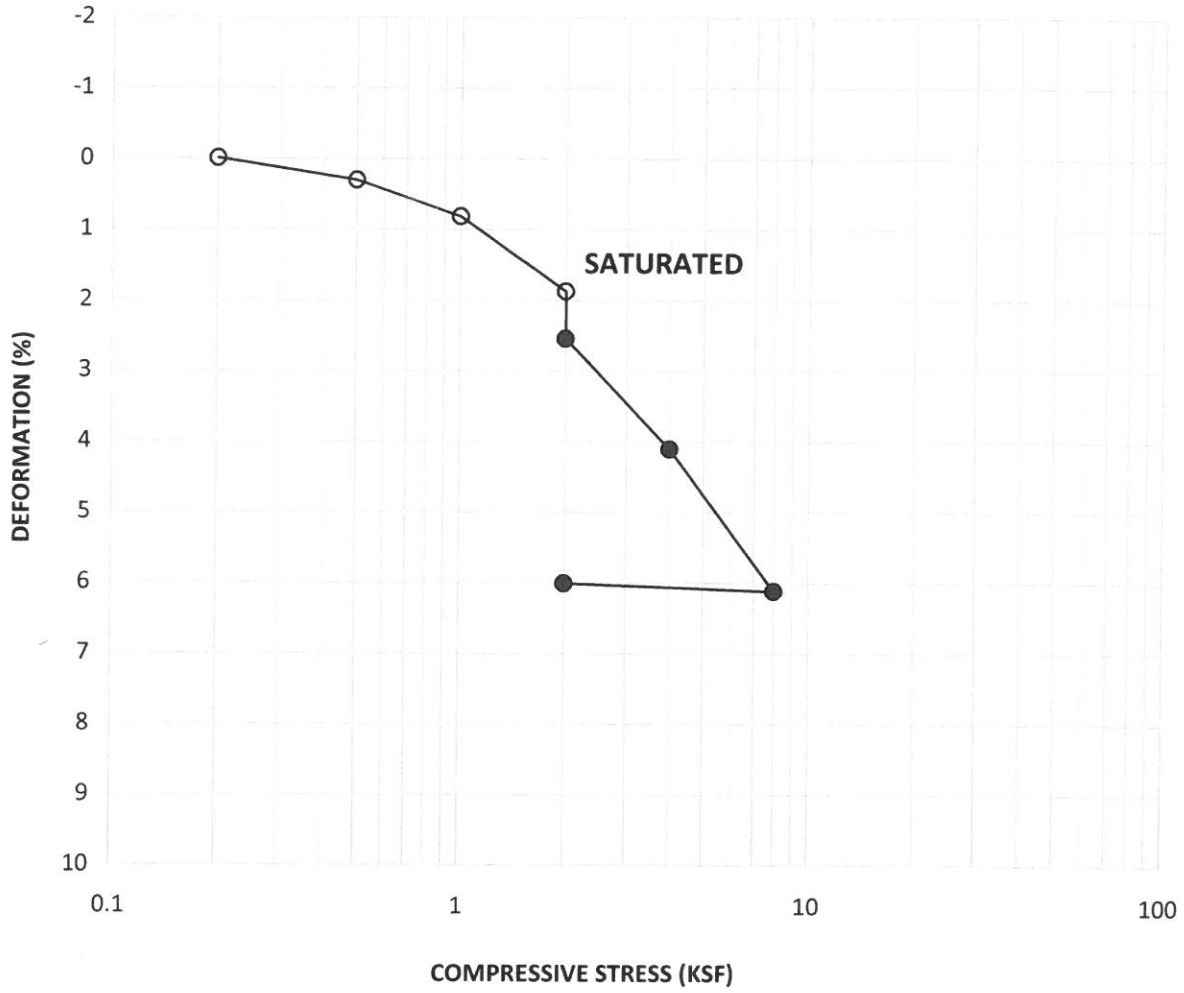
Project Address:
APN: 5286-019-013
126 New Avenue
Monterey Park, California

DIRECT SHEAR

(ASTM D3080)

1/19

FIGURE 4



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-1	N/A	5	SM	8.6	118.8	0.418

CalLand Engineering, Inc dba Quartech Consultants
Geotechnical, Environmental & Civil Engineering Services

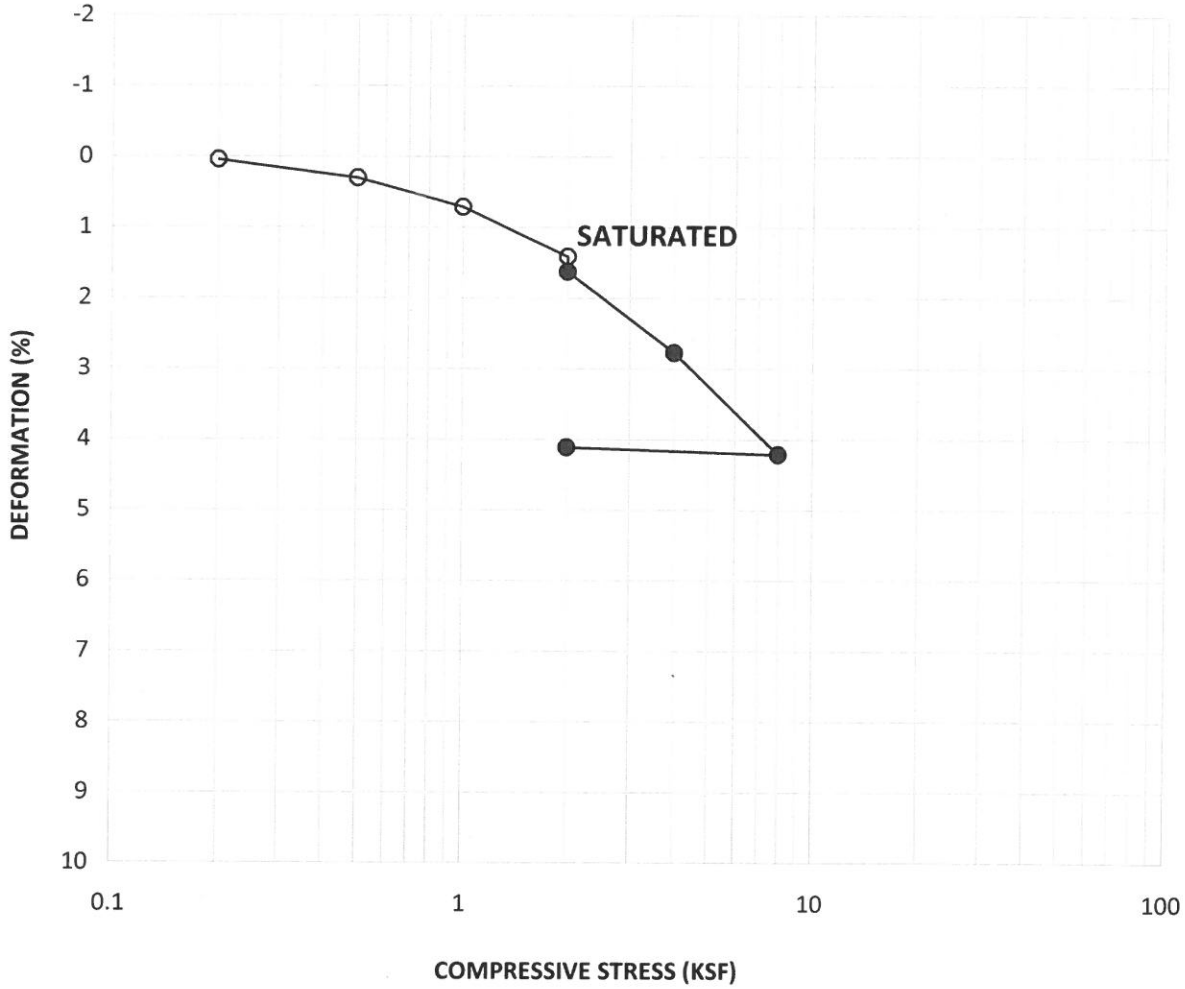
Project Address:
APN: 5286-019-013
126 N. New Avenue
Monterey Park, California

CONSOLIDATION

(ASTM D2435)

1/19

FIGURE 5



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-1	N/A	15	ML	22.5	102.8	0.639

CalLand Engineering, Inc dba Quartech Consultants
Geotechnical, Environmental & Civil Engineering Services

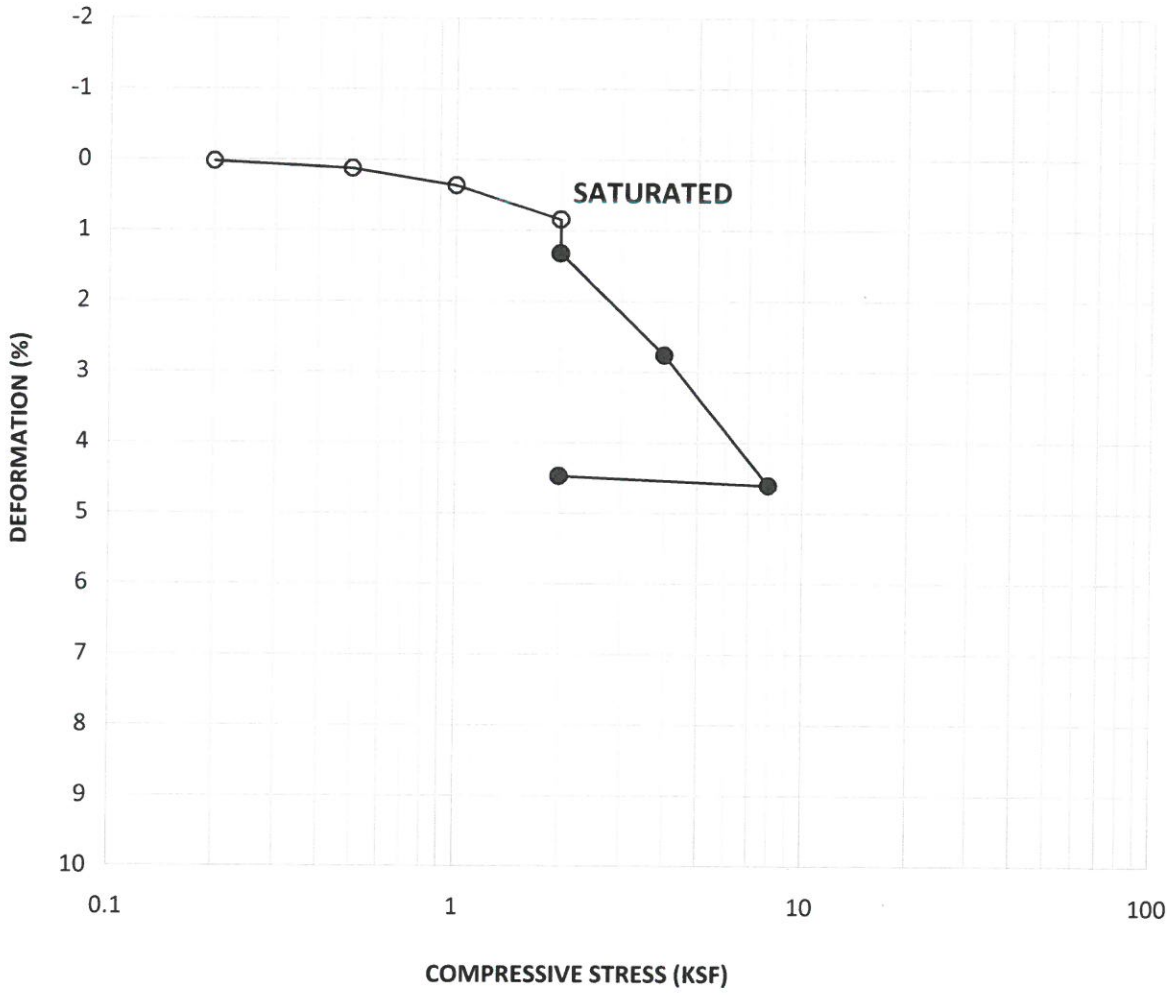
Project Address:
APN: 5286-019-013
126 N. New Avenue
Monterey Park, California

CONSOLIDATION

(ASTM D2435)

1/19

FIGURE 6



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-3	N/A	5	SM	8.6	118.8	0.418

CalLand Engineering, Inc dba Quartech Consultants
Geotechnical, Environmental & Civil Engineering Services

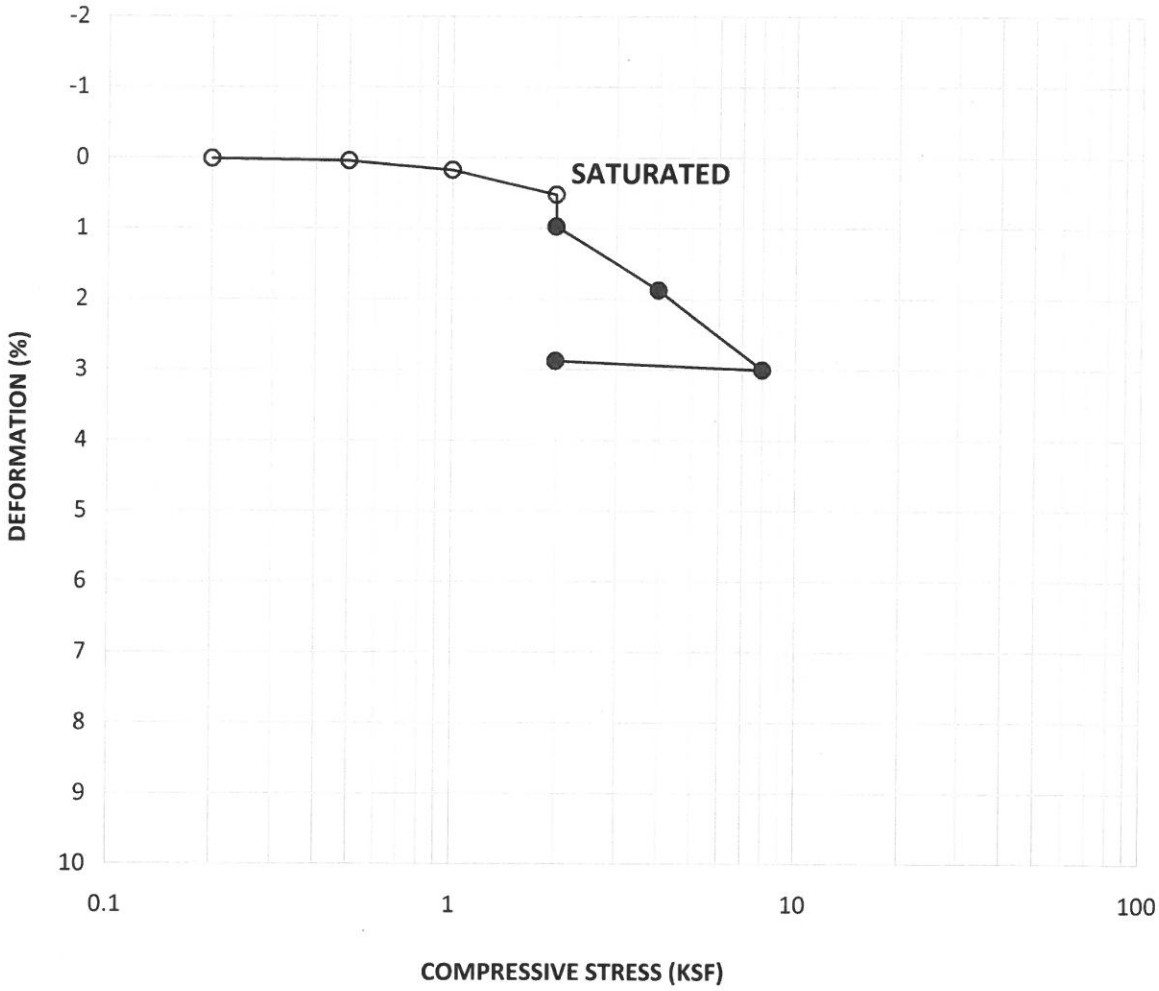
Project Address:
APN: 5286-019-013
126 N. New Avenue
Monterey Park, California

CONSOLIDATION

(ASTM D2435)

1/19

FIGURE 7



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-3	N/A	15	SM	6.3	122.9	0.371

CalLand Engineering, Inc dba Quartech Consultants
Geotechnical, Environmental & Civil Engineering Services

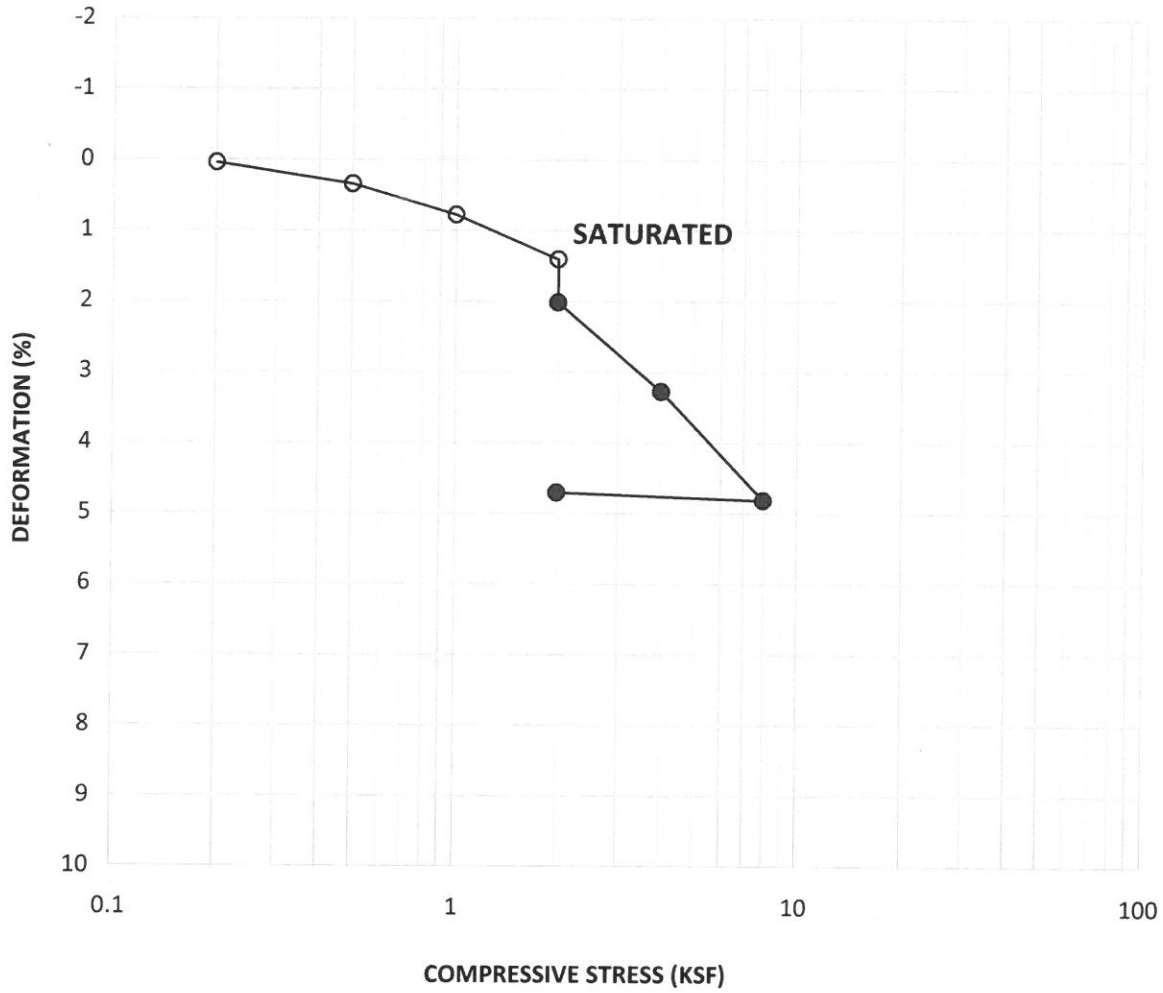
Project Address:
APN: 5286-019-013
126 N. New Avenue
Monterey Park, California

CONSOLIDATION

(ASTM D2435)

1/19

FIGURE 8



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-4	N/A	10	SM	7.2	106.6	0.580

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Geotechnical, Environmental & Civil Engineering Services

Project Address:
APN: 5286-019-013
126 N. New Avenue
Monterey Park, California

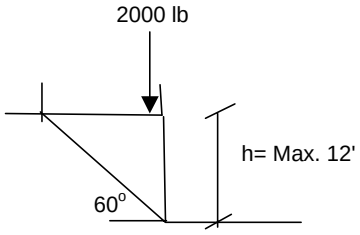
CONSOLIDATION

(ASTM D2435)

1/19

FIGURE 9

SLOT CUT CALCULATIONS
Proposed Residential Development
126 N. New Avenue, Monterey Park, California



Surcharge =	2000	lb	
α (Failure Surface inclination) =	60	deg	
γ m =	120.0	pcf	
ϕ =	30	deg	
C =	110	psf	
Ko =	1-SIN(ϕ)	0.50	
H (Height) =	12	ft	
d (Slot Width) =	8	ft	
b=	Height/TAN(α)	6.9	ft
A (Side Area) =	1/2(H)(b)	41.6	ft^2
Δ F = Side Shear =	$A(1/2*\gamma_{m*H*} K_o*TAN(\phi)+C)$ =	13212.6	lb
W (weight of soil + surcharge) =	$A*\gamma_m$ + Surcharge =	6988.3	lb

$$F.S. = \frac{d*[W*COS^2\alpha TAN(\phi) + Cb] + 2\,\Delta f}{d*(WSIN\alpha COS\alpha)} = \mathbf{1.7}$$

SLOT CUT CALCULATIONS
Proposed Residential Development
126 N. New Avenue, Monterey Park, California

60

360
0.577350269
207.8460969
317.8460969
13212.61413

8069.401077
6096.818843
40591.44818
24208.20323
1.7

Appendix D Noise Modeling Data

Appendix

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Fundamentals of Noise and Modeling Data

NOISE

Noise is most often defined as unwanted sound; whether it is loud, unpleasant, unexpected, or otherwise undesirable. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

Noise Descriptors

The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

- **Decibel (dB).** A unitless measure of sound, expressed on a logarithmic scale and with respect to a defined reference sound pressure. The standard reference pressure is 20 micropascals (20 μPa).

- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

- **Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. NOTE: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive – that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.

- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Characteristics of Sound

When an object vibrates, it radiates part of its energy in the form of a pressure wave. Sound is that pressure wave transmitted through the air. Technically, airborne sound is a rapid fluctuation or oscillation of air pressure above and below atmospheric pressure that creates sound waves.

Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). Loudness or amplitude is measured in dB, frequency or pitch is measured in Hertz [Hz] or cycles per second, and duration or time variations is measured in seconds or minutes.

Amplitude

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1 presents the subjective effect of changes in sound pressure levels. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Changes of 1 to 3 dB are detectable under quiet, controlled conditions, and changes of less than 1 dB are usually not discernible (even under ideal conditions). A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernible to most people in an exterior environment, and a 10 dB change is perceived as a doubling (or halving) of the sound.

Table 1 Noise Perceptibility

Change in dB	Noise Level
± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies, David A. and Colin H. Hansen. 2009. *Engineering Noise Control: Theory and Practice*. 4th ed. New York: Spon Press.

Frequency

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all, but are "felt" more as a vibration. Similarly, though people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz.

When describing sound and its effect on a human population, A-weighted (dBA) sound levels are typically used to approximate the response of the human ear. The A-weighted noise level has been found to correlate well with people's judgments of the "noisiness" of different sounds and has been used for many years as a measure of community and industrial noise. Although the A-weighted scale and the energy-equivalent metric are commonly used to quantify the range of human response to individual events or general community sound levels, the degree of annoyance or other response also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- General nature of the existing conditions (e.g., quiet rural or busy urban)
- Difference between the magnitude of the sound event level and the ambient condition
- Duration of the sound event
- Number of event occurrences and their repetitiveness
- Time of day that the event occurs

Duration

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time; half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2, L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour, respectively. These "n" values are typically used to demonstrate compliance for stationary noise sources with many cities' noise ordinances. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period, respectively.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and many local jurisdictions use an adjusted 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment (or "penalty") of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher). The CNEL or L_{dn} metrics are commonly applied to the assessment of roadway and airport-related noise sources.

Sound Propagation

Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single-point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source (conservatively neglecting ground attenuation effects, air absorption factors, and barrier shielding). For example, if a backhoe at 50 feet generates 84 dBA, at 100 feet the noise level would be 79 dBA, and at 200 feet it would be 73 dBA. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance over a reflective ("hard site") surface such as concrete or asphalt. Line source noise in a relatively flat environment with ground-level absorptive vegetation decreases by an additional 1.5 dB for each doubling of distance.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, through generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 2 shows typical noise levels from familiar sources.

Table 2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans). 2009, November. Technical Noise Supplement ("TeNS"). Prepared by ICF International.

Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. As with noise, vibration can be described by both its amplitude and frequency. Vibration displacement is the distance that a point on a surface moves away from its original static position; velocity is the instantaneous speed that a point on a surface moves; and acceleration is the rate of change of the speed. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the

square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage and RMS is typically more suitable for evaluating human response.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban environment, may tolerate higher vibration levels. Table 3 displays the human response and the effects on buildings resulting from continuous vibration (in terms of various levels of PPV).

Table 3 Human Reaction to Typical Vibration Levels

Vibration Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e. not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: California Department of Transportation (Caltrans). 2004, June. Transportation- and Construction-Induced Vibration Guidance Manual. Prepared by ICF International.

LOCAL REGULATIONS – CITY OF MONTEREY PARK

Chapter 9.53 NOISE

Note

* Prior ordinance history: Ord. 1329.

9.53.010 Declaration of policy.

To control unnecessary, excessive and annoying noise and vibration, it is the policy of the city to prohibit such noise and vibration generated from or by all sources as specified in this chapter. It shall be the policy of the city to maintain quiet in those areas that exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the city where noise levels are above acceptable values. It is determined that certain noise levels and vibration are detrimental to the public health, welfare and safety, and are contrary to public interest. Creating, maintaining, causing or allowing to be created, caused or maintained, any noise or vibration in a manner prohibited by or not in conformity with the provisions of this chapter is declared to be a public nuisance and shall be punishable as such. (Ord. 1519 § 1, 1980)

9.53.020 Definitions.

With the intent of carrying out the purpose of this chapter, the words, phrases and terms included in this section shall be deemed to have the meaning ascribed to them.

"A weighted sound level" means the sound level in decibels as measured on a sound level meter using the "A" weighting network. The level so read is designated dB(A) or dBA.

"Ambient noise level" means the composite of noise from all sources near and far excluding intrusive noise.

"Construction" means any site preparation, assembly, erection, substantial repair, alteration or similar action.

"Decibel" means a unit for measuring the amplitude of a sound equal to twenty times the logarithm to the base ten of the ratio of the pressure of the sound measured to the referenced pressure, which is twenty microPascals.

"Demolition" means any dismantling, intentional destruction or removal of structures, utilities, public or private, right-of-way surfaces or similar property.

"Emergency work" means any work performed for the purpose of preventing or alleviating physical trauma or property damage threatened or caused by an emergency.

"Fixed noise source" means a stationary device, which creates sounds while fixed or motionless, including, but not limited to, residential, commercial and industrial machinery, equipment, pumps, fans, compressors, air conditioners and refrigeration equipment.

"Impulsive sound" means a sound of high intensity, short duration, usually less than one second, with an abrupt onset and rapid decay.

"Intrusive noise" means that alleged offensive noise which intrudes over and above the existing ambient noise on the property where the noise is received.

"Real property boundary" means an imaginary line along the ground surface and its vertical extension, which separates the real property owned by one person from that owned by another person.

"Sound level meter" means an instrument, including a microphone, an amplifier, an output meter, and frequency weighing networks for the moment of sound levels, which meets or exceeds the requirements pertinent for Type S2A meters in American National Standards Institute Specifications for sound level meters, S14-1971, or the most recent revision thereof. (Ord. 1519 § 1, 1980)

9.53.030 Noise level measurements.

Utilizing the "A" weighing scale of the sound level meter and the "slow" meter response ("fast" response for impulsive-type sounds), the noise level shall be measured at the street or any point on the property where the noise is received. In general, the microphone shall be located four feet above the ground and five feet from the nearest structure or wall. In those cases where another elevation is deemed appropriate, it shall be utilized. (Ord. 1519 § 1, 1980)

9.53.040 Noise standards.

No person shall, at any location within the city, create nor allow the creation of noise on any property which causes the noise level to exceed the applicable noise standards except as set forth in this section.

(1) The noise standards shall be the actual measured median ambient noise level or the following presumed ambient noise level, whichever is greater:

Noise Zone	Time	Allowable Noise Level—dBA
I. Residential	7 a.m.—10 p.m.	55
	10 p.m.—7 a.m.	50
II. Commercial	7 a.m.—10 p.m.	65
	10 p.m.—7 a.m.	55
III. Industrial	Anytime	70

(2) If the intruding noise source is continuous and cannot be reasonably discontinued for sufficient time in which the ambient noise level can be determined, the above presumed ambient noise levels shall be used.

(3) If the property where the noise is received is located on the boundary between two different noise zones, the lower noise level standard applicable to the quieter zone shall apply. (Ord. 1519 § 1, 1980)

9.53.050 Permitted increases in noise levels.

Increases in noise levels prescribed in Section 9.53.040 are permitted in accordance with the following:

Permitted Increase dBA	Duration of Increase Permitted (in minutes/per hour)
5	15

Permitted Increase dBA	Duration of Increase Permitted (in minutes/per hour)
10	5
15	1
20	less than one minute

(Ord. 1519 § 1, 1980)

9.53.060 Impulsive sound.

Noise standards set in this chapter shall be increased by five dBA for any noise source which emits an impulsive sound. (Ord. 1519 § 1, 1980)

9.53.070 Exemptions.

The following activities shall be exempt from the provisions of this chapter:

(1) The emission of sound for the purpose of alerting persons to the existence of an emergency or the emission of sound in the performance of emergency work.

(2) Activities of the federal or local jurisdiction while performing governmental duties.

(3) Activities conducted on public playgrounds and public or private school grounds, including, but not limited to, school athletic and school entertainment events.

(4) The handling of boxes, crates, containers, garbage cans or other similar objects between the hours of seven a.m. and seven p.m.

(5) The operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool or similar tool between the hours of seven a.m. and seven p.m. on weekdays and the hours of nine a.m. and six p.m. on Saturdays, Sundays and holidays.

(6) Construction or demolition work conducted between the hours of seven a.m. and seven p.m. on weekdays and the hours of nine a.m. and six p.m. on Saturdays, Sundays and holidays.

(7) Any activity to the extent regulation thereof has been preempted by state or federal law. (Ord. 1842 §§ 1, 2, 1992; Ord. 1519 § 1, 1980)

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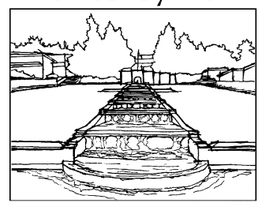
Future CNEL 65

Street Centerlines

City Boundary

Sphere of Influence Boundary

Monterey Park



General Plan

Alhambra

Rosemead

Los Angeles County

(East Los Angeles)

Montebello

Hellman Ave

Emerson Ave

Garvey Ave

Newmark Ave

Graves Ave

Mooney Dr

Harding Ave

Ramona Blvd

Fremont Ave

Atlantic Blvd

Monterey Pass Rd

Casuda Canyon Dr

Long Beach Fwy

Ridgecrest St

Davidson Dr

Central Dr

Floral Dr

Rimsaw St

Markland Dr

Pomona Blvd

Pomona Fwy

Potrero Grande Dr

Saturn St

Greenwood Ave

Tegner Rd

Arroyo Dr

Alpaca St

Ackley St

Fullerton Ave

Garfield Ave

Atlantic Blvd

Lincoln Ave

Orange Ave

Alhambra Ave

Chandler Ave

Grandridge Ave

Wilcox Ave

Kenmore Ave

Wista St

Crest Vista Dr

Rural Dr

Moore Ave

McPherrin Ave

Ramona Ave

Bailey Ave

Redding Ave

Del Mar Ave

La Merced Rd

Potrero Grande Dr

Arland Ave

Gabriel Blvd

Delta St

Hill Dr

Orange St Dr

Brightwood St

Cesar E. Chavez Ave

Repetto Dr

Greenridge Ave

Heather Dr

Edison Park

Monterey Park Golf Course

Highlands Park

Sequoia Park

Barnes Park

Sunnyslope Park

Bella Vista Park

George E. Elder Park

Garvey Reservoir

65

60

North

0 1,000 2,000 Feet

Figure SCS-6

Year 2020 Noise Contours

LOCAL REGULATIONS – CITY OF ROSEMEAD

Chapter 8.36 - NOISE CONTROL

8.36.010 - Policy.

In order to control unnecessary, excessive and annoying noise in the city, it is declared to be the policy of the city to prohibit such noise generated from any sources as specified in this chapter. It is determined that certain noise levels are detrimental to the public health, welfare and safety, and contrary to public interest, and therefore, the City Council does ordain and declare that creating, maintaining, causing or allowing to be created, caused or maintained any noise in a manner prohibited by or not in conformity with the provisions of this chapter, is a public nuisance and shall be punishable as such.

(Prior code § 4301)

8.36.020 - Definitions.

All terminology used in this chapter, not defined below, shall be in conformance with applicable publications of the American National Standards Institute (ANSI) or its successor body.

The following words, phrases and terms are for the purpose of this chapter and shall have the meanings as indicated below:

"Agricultural property" means a parcel of real property which is undeveloped for any use other than agricultural purposes, including any residence located thereon.

"Ambient noise level" means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, occasional or occasional and transient sources, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

"A weighted sound level" means the total sound level in decibels of all sound as measured with a sound level meter with a reference pressure of twenty (20) micro-pascals using the "A" weighted network scale as slow response. The unit of measurement shall be defined as "dBA."

"Commercial property" means a parcel of real property which is developed and used either in part or in whole for commercial purposes.

"Construction" means any site preparation, assembly, erection, substantial repair, alteration or similar action, but excluding demolition for or of public or private rights-of-way, structures, utilities or similar property.

"Cumulative period" means an additive period of time composed of individual time segments which may be continuous or interrupted.

"Decibel (dBA)" means the unit that denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base ten of this ratio.

"Dwelling unit" means a single unit providing complete independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

"Emergency" means any occurrence or set of circumstances involving actual or imminent injury to person or property damage which demands immediate action.

"Emergency machinery, vehicle, work or alarm" means any machinery, vehicle, work or alarm used, employed, performed or operated in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

"Fixed noise source" means a stationary device which creates sounds while fixed or motionless including, but not limited to residential, agricultural, industrial and commercial machinery and equipment, pumps, fans, compressors, air conditioners and refrigeration equipment.

"Grading" means any excavating or filling of earth material or any combination thereof conducted at a site to prepare the site for construction or other improvements thereon.

"Health care institution" means any hospital, convalescent home or other similar facility which provides health care, medical treatment, room, board or other services for the ill, retarded or convalescent.

"Impulsive noise" means a noise of short duration usually less than one second of high intensity, with an abrupt onset and rapid decay.

"Industrial property" means a parcel of real property which is developed and used either in part or in whole for manufacturing purposes or zoned M-1.

"Intruding noise level" means the total sound level, in decibels, created, caused, maintained or originating from an alleged offensive source at a specified location while the alleged offensive source is in operation.

"Mobile noise source" means any noise source other than a fixed noise source.

"Noise" means any sound which annoys or disturbs humans or which causes or tends to cause an adverse psychological or physiological effect on humans.

"Noise disturbance" means any sound or noise which endangers or injures the safety or health of human beings or animals or which annoys or disturbs reasonable persons of normal sensitivities or which is of such a noise level or volume as would annoy or disturb reasonable persons of normal sensitivities or which endangers or injures personal or real property, or which violates the ambient noise standards set forth in this chapter.

"Person" means a person, firm, association, co-partnership, joint venture corporation or any entity, public or private in nature.

"Residential property" means a parcel of real property which is zoned for residential use according to the RMC, other than transient uses such as hotels and motels.

"Sound amplification equipment" means any device which produces, reproduces or amplifies sound and has a variable volume control.

"Sound level meter" means an instrument meeting American National Standard Institute's Standard SL. 4-1971, or most recent revision thereof for Type 1 or Type 2 sound level meters.

"Sound pressure level" of a sound, in decibels, means twenty (20) times the logarithm to the base ten of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated.

(Prior code §§ 4302, 4303, 4323)

8.36.030 - Exemptions.

A. The following activities shall be exempted from the provisions of this chapter:
   1. Activities conducted on public playgrounds and public or private school grounds, including but not limited to, school athletic or school entertainment events or programs sponsored by the Rosemead Recreation Department;
   2. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within thirty (30) minutes in any hour of its being activated;
   3. Noise sources associated by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by such activities does not exceed the noise standard of sixty-five (65) dBA plus the limits specified in Section 8.36.060(B) as measured on residential property and does not endanger the public health, welfare and safety;
   4. All mechanical devices, apparatus or equipment associated with agricultural operations provided:

   Operations do not take place between eight p.m. and seven a.m. on weekdays, including Saturday or at any time on Sunday or a federal holiday;

   5. Noise sources associated with the maintenance of real property provided such activities take place between the hours of seven a.m. and eight p.m. on any day except Sunday, or between the hours of nine a.m. and eight p.m. on Sunday;
   6. Any activity to the extent regulation thereof has been preempted by state or federal law, including but not limited to: aircraft, motor vehicles, railroads, and other interstate carriers;
   7. The provisions of this chapter shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation departments, public work projects, or public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.

B. Grandfather Provisions. Any noise source located in an "M" zone as defined in the Rosemead Zoning Ordinance, and which noise source is in operation on or prior to the date of adoption of the ordinance codified in this chapter shall be exempt from the provisions of this chapter, provided however, that such source shall not increase its noise level beyond that currently existing. Notwithstanding the foregoing, no such noise source shall emit levels in excess of the standards set forth in Section 8.36.130.

(Prior code §§ 4309, 4310)

8.36.040 - Decibel measurement criteria.

Any decibel measurement made pursuant to the provisions of this chapter shall be based on a reference sound pressure of twenty (20) micro-pascals as measured with a sound level meter using the "A" weighted network (scale) at slow response.

(Prior code § 4304)

8.36.050 - Designated noise zones.

Receptor properties hereinafter described are assigned to the following noise zones:

Noise Zone I: Single-, double- and multiple-family residential properties.

Noise Zone II: Commercial properties.

Noise Zone III: Manufacturing or industrial properties.

(Prior code § 4305)

8.36.060 - Noise standards.

A. Exterior Noise Standards.

1. The following noise standards, unless otherwise specifically indicated, shall apply to all receptor properties within a designated noise zone:

Noise Zone	Type of Land Use (Receptor Property)	Time Interval	Allowable Exterior Noise Level
I	Single-, double- or multiple-family residential	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	45 dBA 60 dBA
II	Commercial	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	60 dBA 65 dBA
III	Industrial or manufacturing	anytime	70 dBA

2. A person shall not in any location of the city create any noise, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person (hereinafter "noise source"), which causes the noise level when measured on any property (hereinafter "receptor property"), to exceed:
    a. The applicable noise standard for a cumulative period of time of more than thirty (30) minutes in any hour; or
    b. The applicable noise standard plus five dBA for a cumulative period of more than fifteen (15) minutes in any hour; or
    c. The applicable noise standard plus ten dBA for a cumulative period of more than five minutes in any hour; or
    d. The applicable noise standard plus fifteen (15) dBA for a cumulative period of more than one minute in any hour; or
    e. The noise standard plus twenty (20) dBA for any period of time.
3. In the event the ambient noise level exceeds any of the first three noise limit categories above, the cumulative period applicable to said category shall be increased to reflect ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
4. If the receptor property is located on a boundary between two different noise zones, the lower noise level standard applicable to the quieter noise zone shall apply.
5. If the noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the receptor property's designated land use and for the time of day the noise level is measured.

B. Interior Noise Standards.

1. The following noise standards, unless otherwise specifically indicated, shall apply to all residential receptor property within all noise zones:

Noise Zone	Type of Land Use (Receptor Property)	Time Interval	Allowable Noise Level
ALL	Residential	anytime	45 dBA

The noise limit specified above shall be reduced by five dBA for noises consisting of speech or music, provided, however, that if the ambient noise level exceeds the resulting standard the ambient shall be standard.

2. A person shall not at any location within the city create any noise, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level when measured within any receptor residential dwelling unit in any noise zone to

exceed:

a. The interior noise standard for a cumulative period of more than five minutes in any hour; or

b. The interior noise standard plus five dBA for a cumulative period of more than one minute in any hour; or

c. The interior noise standard plus ten dBA for any period of time.

3. In the event the ambient noise level exceeds the noise limit categories set forth in subdivisions (2)(a) and (2)(b) above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

4. If the receptor property is located on a boundary between two different noise zones, the noise level standard applicable to the quieter noise zone shall apply.

5. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, the same procedures specified in subsection (A)(5) of this section shall be deemed proper to enforce the provisions of this chapter.

(Prior code §§ 4306, 4307)

8.36.070 - Noise level measurement.

The location selected for measuring exterior noise levels shall be at any point on the receptor property, and at least four feet above the ground and five feet from the nearest structure or wall. Interior noise measurements shall be made within the receptor residential unit. The measurements shall be made at a point at least four feet from the wall, ceiling or floor nearest the noise source with windows in an open or closed position depending on the normal ventilation requirements.

(Prior code § 4308)

8.36.080 - Noise disturbance prohibited.

A. A person shall not make, continue or cause to be made or continued, any noise disturbance. Noncommercial public speaking and public assembly activities conducted on any public space or public right-of-way shall be exempt from the operation of this subsection.

B. No person shall create, conduct, maintain or cause a noise disturbance. No person shall host or conduct a private or public dance, party, gathering or event in a residential neighborhood or in another neighborhood inhabited for residential use where the sound or noise emanating therefrom constitutes a noise disturbance. The source of instrumentalities of a noise disturbance may be seized in conjunction with the abatement of a noise disturbance.

(Prior code §§ 4311, 4324)

8.36.090 - Abatement of noise disturbance.

Any peace officer and any person empowered and authorized to make arrests for violations of provisions of this code is empowered and authorized to summarily abate a noise disturbance.

(Prior code § 4325)

8.36.100 - Specific prohibitions.

The following acts, and the causing thereof, are declared to be in violation of this chapter.

A. Radios, Television Sets, Musical Instruments and Similar Devices. Operating, playing or permitting the operation or playing of any radio, television, phonograph, drum, musical instrument, sound amplifier, or similar device which produces, reproduces, or amplifies sound between the hours of ten p.m. and seven a.m. the following day in such a manner as to create a noise disturbance across a real property boundary or within a noise sensitive zone.

B. Loudspeakers/Public Address Systems.

1. Using or operating for noncommercial purpose any loudspeaker, public address system, or similar device between the hours of ten p.m. and seven a.m. the following day, such that the sound therefrom creates a noise disturbance across a residential real property boundary.
2. Using or operating for any commercial purpose, any loudspeaker, public address system, or similar device such that the sound therefrom creates a noise disturbance across a real property boundary or between the hours of ten p.m. and seven a.m. the following day on a public right-of-way or public space.

C. Loading and Unloading. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of ten p.m. and six a.m. the following day in such a manner as to cause a noise disturbance across a residential real property boundary.

D. Vehicle or Motorboat Repairs and Testing. Repairing, rebuilding, modifying or testing any motor vehicle, motorcycle, or motorboat in such a manner as to cause a noise disturbance across a residential real property boundary.

E. Powered Model Vehicles. Operating or permitting the operation of powered model vehicles so as to create a noise disturbance across a residential real property boundary, in a public space between the hours of ten p.m. and seven a.m. the following day. Maximum sound levels in a public space during the permitted period of operation shall conform to those set forth for residential land use in Section 8.36.060(A)(1). Maximum sound levels for residential property during the permitted period of operation, shall be governed by Section 8.36.060(A)(1).

F. Stationary Non-Emergency Signaling Devices.

1. Sounding or permitting the sounding of any electronically amplified signal from any stationary bell, chime, siren, whistle or similar device, intended primarily for non-emergency purposes, from any place, for more than five minutes in any hourly period.
2. Devices used in conjunction with places of religious worship shall be exempt from the operation of this provision.

G. Refuse Collection Vehicles. A person shall not:

1. On or after three years following the effective date of the ordinance codified in this chapter, operate or permit the operation of the compacting motor vehicle which compacts refuse and which creates, during the compacting cycle, a sound level in excess of eighty-five (85) dBA when meas from any point on the vehicle;
2. Operate or permit the operation of the compacting mechanism of any motor vehicle which compacts refuse, between the hours of ten p.m. and six a.m. the following day in a residential area or noise sensitive zone or within five hundred (500) feet thereof;
3. Collect refuse with collection vehicle between the hours of ten p.m. and six a.m. the following day in a residential area or noise sensitive zone or within five hundred (500) feet thereof.
4. In the case of a conflict between this chapter and any other ordinance regulating refuse collection, provisions of any specific ordinance regulating refuse collection shall control.

(Prior code § 4312)

8.36.110 - Variances for time to comply.

A. Within one hundred twenty (120) days following the effective date of the ordinance codified in this chapter, the owner of any commercial or industrial source of sound may apply to the Planning Commission for a variance for time to comply.

B. Any person seeking a variance for time to comply shall file an application with the Planning Department. The application shall contain information which demonstrates that bringing the source of sound or activity for which the variance is sought into compliance with this chapter, prior to the date requested in the application, would constitute an unreasonable hardship on the applicant, on the community, or other persons.

C. In determining whether to grant or deny the application, the Planning Commission shall balance the hardship to the applicant, the community, and other persons by not granting the variance for time to comply against the adverse impact on property affected, and any other adverse impacts of granting the variance. Applicants for variances for time to comply and persons contesting variances may be required to submit any information to the Planning Commission that they may reasonably require. In granting or denying an application, the Planning Department shall place on public file, a copy of the decision and the reasons for denying or granting the variance for time to comply.

D. Variances for time to comply shall contain all necessary conditions, including a schedule for achieving compliance. The variance for time to comply shall not become effective until all conditions are agreed to by the applicant in writing. Noncompliance with any condition of the variance shall terminate the variance and subject the person holding it to the provisions of this chapter.

E. Application for extension of time limits specified in variances for time to comply, or for modification of other substantial conditions, shall be treated as applications for initial variances under subsection B of this section, except that the Planning Commission must find that the need for the extension or modification clearly outweighs any adverse impacts of granting the extension or modification.

F. The Planning Commission may issue guidelines defining the procedures to be followed in applying for a variance for time to comply and the criteria to be considered in deciding whether to grant a variance.

G. Findings. No variance shall be granted unless the Planning Commission makes all of the following findings:

1. That the applicant is or will be in violation of this chapter;
2. That, due to conditions beyond the reasonable control of the applicant, requiring compliance would result in either:
    a. An arbitrary or unreasonable taking of property, or
    b. The practical losing and elimination of a lawful business;
3. That such closing or taking would be without a corresponding benefit in reducing noise levels.

(Prior code § 4313)

8.36.120 - Appeals.

A person dissatisfied with an action taken by the Planning Commission may appeal to the City Council. All appeals shall be submitted and acted upon in the manner prescribed by Section 17.124.070.

(Prior code § 4314)

8.36.130 - Immediate threats to health and welfare.

A. The City Manager shall order an immediate halt to any sound which exposes any person, except those excluded pursuant to Section 8.36.030(A) to continuous sound levels in excess of those shown in Table B. Within two days following issuance of such an order, the city shall apply to the appropriate court for an injunction to replace the order.

B. No order pursuant to this section shall be issued if the only persons exposed to sound levels in excess of those listed in Tables A and B are exposed as a result of: (1) trespass; (2) invitation upon private property by the person causing or permitting the sound; or (3) employment by the person or a contractor of the person causing or permitting the sound.

C. Any person subject to an order issued pursuant to Section 8.36.030(A)(1), shall comply with such order until: (1) the sound is brought into compliance with the order as determined by the City Manager; or (2) a judicial order has superseded the City Manager's order.

Table A

Continuous Sound Levels which Pose an Immediate Threat to Health and Welfare (Measured at 50 feet or 15 meters)*

Sound Level Limit (dBA)	Duration
90	24 hours
93	12 hours

96	6 hours
99	3 hours
102	1.5 hours
105	45 minutes
108	22 minutes

* Use equal energy time-intensity trade-off if level varies; find energy equivalent over 24 hours.

Table B

Impulsive Sound Levels which Pose an Immediate Threat to Health and Welfare (Measured at 50 feet or 15 meters)

Sound Level Limit (dBA)	Number of Repetitions per 24-hour period
145	1
135	10
125	100

(Prior code § 4320)

8.36.140 - Noise abatement—Costs.

When a large party or gathering occurs on a private property and a Deputy Sheriff at the scene determines that such party or gathering is a noise disturbance as such term is defined in Section 8.36.020 or the party or gathering for any other reason is a threat to the public peace, health, safety or general welfare, the person in charge of the premises and the person responsible for the event, or if either of those persons is a minor, then the parents or guardians of that minor, will be held jointly and severally liable for the cost of providing Sheriff's personnel on special security assignment over and above the services normally provided by the Sheriff's Department. The Sheriff's personnel utilized during a second response after the first warning to abate the noise disturbance or otherwise to control the threat to the public peace, health, safety or general welfare, shall be deemed to be on special security assignment over and above the services normally provided. The costs of such special security assignment may include minor damages to city property and/or injuries to city and/or Sheriff's personnel. Costs assessed shall not be in excess of five hundred dollars ($500.00) for a single incident. The city reserves its legal options to elect any other legal remedies when said costs or damage exceed five hundred dollars ($500.00).

Upon the first response to such an assemblage, the person in charge of the assemblage and the person or persons in charge of the premises, and if such person is a minor, then the parents or guardians of that minor, shall be given a first warning in the form of a written notification stating that the first response as above described shall be deemed to be the normal Sheriff's services provided. The Sheriff's personnel necessarily utilized after such first warning to control a noise disturbance or a threat to the public peace, health, safety or general welfare shall be deemed to be on special security assignment over and above the normal services provided and the owner of the property and/or the person in charge of the property where such assemblage occurs, and/or the person responsible for such assemblage, shall be personally responsible for the cost of such special security assignment in an amount determined upon a cost accounting basis by the city and that the cost of such special security assignment, shall include damage to city property and/or injuries to city and/or Sheriff's personnel.

(Prior code § 4326)

8.36.150 - Applicability to fixed noise sources.

None of the provisions of this chapter shall apply to a fixed sound source during the period commencing the effective date of the ordinance codified in this chapter and terminating one year thereafter. This section does not apply where the source of the noise is sound amplification equipment with variable volume control.

(Prior code § 4321)

8.36.160 - Enforcement.

The City Manager or his or her appointed representative is directed to enforce the provisions of this chapter and is authorized and may arrest at his or her discretion, any person without a warrant when he or she has reasonable cause to believe that such person has committed a misdemeanor in his presence.

No person shall interfere with, oppose or resist any authorized person charged with the enforcement of this chapter while such person is engaged in the performance of his or her duty.

(Prior code §§ 4315, 4316)

8.36.170 - Violations—Written notice.

Violations of this chapter shall be prosecuted in the same manner as other misdemeanor violations of the city code, provided however, that in the event of an initial violation of the provisions of this chapter, a written notice shall be given the alleged violator which specifies the time by which the condition shall be corrected or an application for permit or variance shall be received by the Planning Department. No complaint or further action shall be taken in the event the cause of the violation has been removed, the condition abated or fully corrected within the time period specified in the written notice.

In the event the alleged violator cannot be located in order to serve the notice of intention to prosecute, the notice as required herein shall be deemed to be given upon mailing such notice by registered or certified mail to the alleged violator at his or her last known address or at the place where the violation occurred in which event the specified time period for abating the violation or applying for a variance shall commence at the date of the day following the mailing of such notice. Subsequent violations of the same offense shall result in the immediate filing of a misdemeanor complaint.

(Prior code §§ 4317, 4319)

8.36.180 - Violations—Misdemeanors.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not more than one thousand dollars ($1,000.00) or be imprisoned in the county jail for a period not exceeding six months or both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such. (Amended during 1999 codification; prior code § 4318)

CONSTRUCTION NOISE DATA

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Site Prep	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		100.0	0.0
Scraper	No	40		83.6	100.0	0.0
Tractor	No	40	84.0		100.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	79.0	75.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.0	79.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Grading	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		100.0	0.0
Dozer	No	40		81.7	100.0	0.0
Tractor	No	40	84.0		100.0	0.0
Front End Loader	No	40		79.1	100.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Grader	79.0	75.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	75.6	71.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	73.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.0	79.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Utilities &Soil Haul	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Tractor	No	40	84.0		100.0	0.0
Excavator	No	40		80.7	100.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	74.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.0	75.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Townhome Construction	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	100.0	0.0
Man Lift	No	20		74.7	100.0	0.0
Man Lift	No	20		74.7	100.0	0.0
Generator	No	50		80.6	100.0	0.0
Tractor	No	40	84.0		100.0	0.0
Welder / Torch	No	40		74.0	100.0	0.0
Welder / Torch	No	40		74.0	100.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	68.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	68.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.0	77.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Architectural Coating	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	100.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Compressor (air)	71.6	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.6	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Paving	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drum Mixer	No	50		80.0	100.0	0.0
Paver	No	50		77.2	100.0	0.0
Pavement Scarafier	No	20		89.5	100.0	0.0
Roller	No	20		80.0	100.0	0.0
Roller	No	20		80.0	100.0	0.0
Tractor	No	40		84.0	100.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Noise Limits (dBA) Day Lmax	Noise Limits (dBA) Day Leq	Noise Limits (dBA) Evening Lmax	Noise Limits (dBA) Evening Leq	Noise Limits (dBA) Night Lmax	Noise Limits (dBA) Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Noise Limit Exceedance (dBA) Day Leq	Noise Limit Exceedance (dBA) Evening Lmax	Noise Limit Exceedance (dBA) Evening Leq	Noise Limit Exceedance (dBA) Night Lmax	Noise Limit Exceedance (dBA) Night Leq
Drum Mixer	74.0	71.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	71.2	68.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	83.5	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	74.0	67.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	74.0	67.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.5	79.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/01/2019
Case Description: CMP-04

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Finish/Landscape	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Excavator	No	40	80.7	100.0	0.0	

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	74.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Attenuation Calculation				
	Rosemead Residential		Monterey Park Residential	
Phase	dBA Leq	distance (ft)	dBA Leq	distance (ft)
Site Prep	79		74.1	
Grading	79		74.1	
Soil Haul & Utilities (over	75.7		70.8	
Townhome Construction	77.2	100	72.3	175
Architectural Coating	67.7		62.8	
Paving	79.9		75.0	
Finish/Landscape	70.7		65.8	

Attenuation Calculation				
	Rosemead Residential		Esther"s Nest	
Phase	dBA Leq	distance (ft)	dBA Leq	distance (ft)
Site Prep	79		65.5	
Grading	79		65.5	
Soil Haul & Utilities (over	75.7		62.2	
Townhome Construction	77.2	100	63.7	475
Architectural Coating	67.7		54.2	
Paving	79.9		66.4	
Finish/Landscape	70.7		57.2	

Attenuation Calculation				
	Rosemead Residential		Sky Church	
Phase	dBA Leq	distance (ft)	dBA Leq	distance (ft)
Site Prep	79		63.1	
Grading	79		63.1	
Soil Haul & Utilities (over	75.7		59.8	
Townhome Construction	77.2	100	61.3	625
Architectural Coating	67.7		51.8	
Paving	79.9		64.0	
Finish/Landscape	70.7		54.8	

Attenuation calculated through Inverse Square Law: Ln = 20Log(R1/R2) ^{2}

TRAFFIC NOISE DATA

Intersection		Existing PM Peak															
Main Street	**Cross Street**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	North	South	East	West
New Avenue	Hellman Avenue	27	833	36	175	883	142	166	320	51	20	161	141	2340	1850	853	867
New Avenue	Emerson Avenue	24	723	24	82	791	72	155	129	67	18	50	69	1892	1647	372	497
New Avenue	Whitmore Street	0	753	4	48	824	0	0	0	0	1	0	29	1654	1582	82	0
New Avenue	Garvey Avenue	60	422	74	216	456	126	139	856	85	91	567	157	1516	1188	1961	1833

Intersection		Existing Plus Project PM Peak														
Main Street	**Cross Street**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	North	South	East	West
New Avenue	Hellman Avenue	28	836	37	175	889	142	166	320	53	21	161	141	2349	1864	855	870
New Avenue	Emerson Avenue	25	728	25	82	800	72	155	129	68	19	50	69	1906	1665	374	499
New Avenue	Whitmore Street	0	757	4	51	832	0	0	0	0	1	0	32	1672	1594	88	0
New Avenue	Garvey Avenue	60	424	74	219	457	129	144	856	85	91	567	162	1535	1191	1969	1841

Intersection		Future No Project PM Peak														
Main Street	**Cross Street**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	North	South	East	West
New Avenue	Hellman Avenue	28	837	36	175	893	142	166	320	53	20	161	141	2354	1867	853	870
New Avenue	Emerson Avenue	24	728	24	82	803	72	155	129	67	18	50	69	1909	1664	372	497
New Avenue	Whitmore Street	0	758	4	48	836	0	0	0	0	1	0	29	1671	1599	82	0
New Avenue	Garvey Avenue	60	422	79	225	456	129	141	873	85	93	576	160	1533	1195	2006	1864

Intersection		Future Plus Project PM Peak															
Main Street	**Cross Street**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	North	South	East	West
New Avenue	Hellman Avenue	30	865	38	180	925	146	171	330	57	22	166	145	2432	1937	881	900
New Avenue	Emerson Avenue	26	755	26	84	836	74	160	133	70	20	52	71	1980	1733	386	515
New Avenue	Whitmore Street	0	785	4	52	869	0	0	0	0	1	0	33	1739	1659	90	0
New Avenue	Garvey Avenue	62	437	81	234	471	136	150	899	88	96	593	170	1598	1235	2073	1928

	Peak Hour					
Segment	Existing No Project	Existing Plus Project	Future No Project	Future With Project	Project Noise Increase, dBA	Cumulative Increase, dBA
New Avenue - north of Hellman Avenue	2340	2349	2354	2432	0.02	0.17
New Avenue - south of Hellman Avenue	1850	1864	1867	1937	0.03	0.20
Hellman Avenue - east of New Avenue	853	855	853	881	0.01	0.14
Hellman Avenue - west of New Avenue	867	870	870	900	0.02	0.16
New Avenue - north of Emerson Avenue	1892	1906	1909	1980	0.03	0.20
New Avenue - south of Everson Avenue	1647	1665	1664	1733	0.05	0.22
Everson Avenue - east of New Avenue	372	374	372	386	0.02	0.16
Everson Avenue - west of New Avenue	497	499	497	515	0.02	0.15
New Avenue - north of Whitmore Street	1654	1672	1671	1739	0.05	0.22
New Avenue - south of Whitmore Street	1582	1594	1599	1659	0.03	0.21
Whitmore Street - east of New Avenue	82	88	82	90	0.31	0.40
Whitmore Street - west of New Avenue	0	0	0	0	0.00	0.00
New Avenue - north of Garvey Avenue	1516	1535	1533	1598	0.05	0.23
New Avenue - south of Garvey Avenue	1188	1191	1195	1235	0.01	0.17
Garvey Avenue - east of New Avenue	1961	1969	2006	2073	0.02	0.24
Garvey Avenue - west of New Avenue	1833	1841	1864	1928	0.02	0.22

Appendix E Traffic Impact Analysis

Appendix

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October 2019 | Technical Report

TRAFFIC IMPACT ANALYSIS

for New Avenue 66-Unit Residential Development

Prepared for:

City of Monterey Park
Contact: Samantha Tewasart, Senior Planner
Community and Economic Development
320 W. Newmark Avenue
Monterey Park California 91754
626.307.1415

Prepared by:

PlaceWorks
Contact: Fernando Sotelo, PE, PTP, Senior Associate
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

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1. Executive Summary

This Traffic Impact Analysis (TIA) has been prepared to analyze the potential traffic impacts from the construction of a 66-Unit Residential Development. The overall purpose of this TIA is to inform the City's decision makers and the general public whether the proposed project would result in any significant impacts.

The proposed project would be located at 126 North New Avenue the City of Monterey Park (see Figure 1, *Regional Location* and Figure 2, *Local Vicinity*). The residential development is scheduled to open in 2022. The project is expected to generate up to 483 trips on a typical weekday, with 30 trips during the AM peak hour and 37 trips during the PM peak hour.

Four intersections have been included in this analysis:

1. New Avenue & Hellman Avenue
2. New Avenue & Whitmore Street
3. New Avenue & Garvey Avenue
4. New Avenue & Emerson Avenue

All study area intersections currently operate at acceptable level of service (LOS) during AM and PM peak hours under all scenarios evaluated, as follows:

- Existing
- Existing Plus Project
- 2022 Opening Year No Project,
- 2022 Opening Year With Project

In this study, the only existing unsignalized intersection is New Avenue at Whitmore Street. This intersection would not meet the Warrant 3 requirements under any scenario and would not be warranted for a signal.

Significant impacts are determined by comparing with- and without-project scenarios for each traffic condition. An impact would occur in City of Monterey Park signalized intersections if the Intersection Capacity Utilization (ICU) value under With Project conditions is LOS E or F *and* the ICU increase attributable to the project is 0.020 or greater. A review of the anticipated intersection operations indicate that project traffic would not exceed the thresholds of significance; therefore, project impacts to the circulation system would be less than significant.

Site access will be provided via:

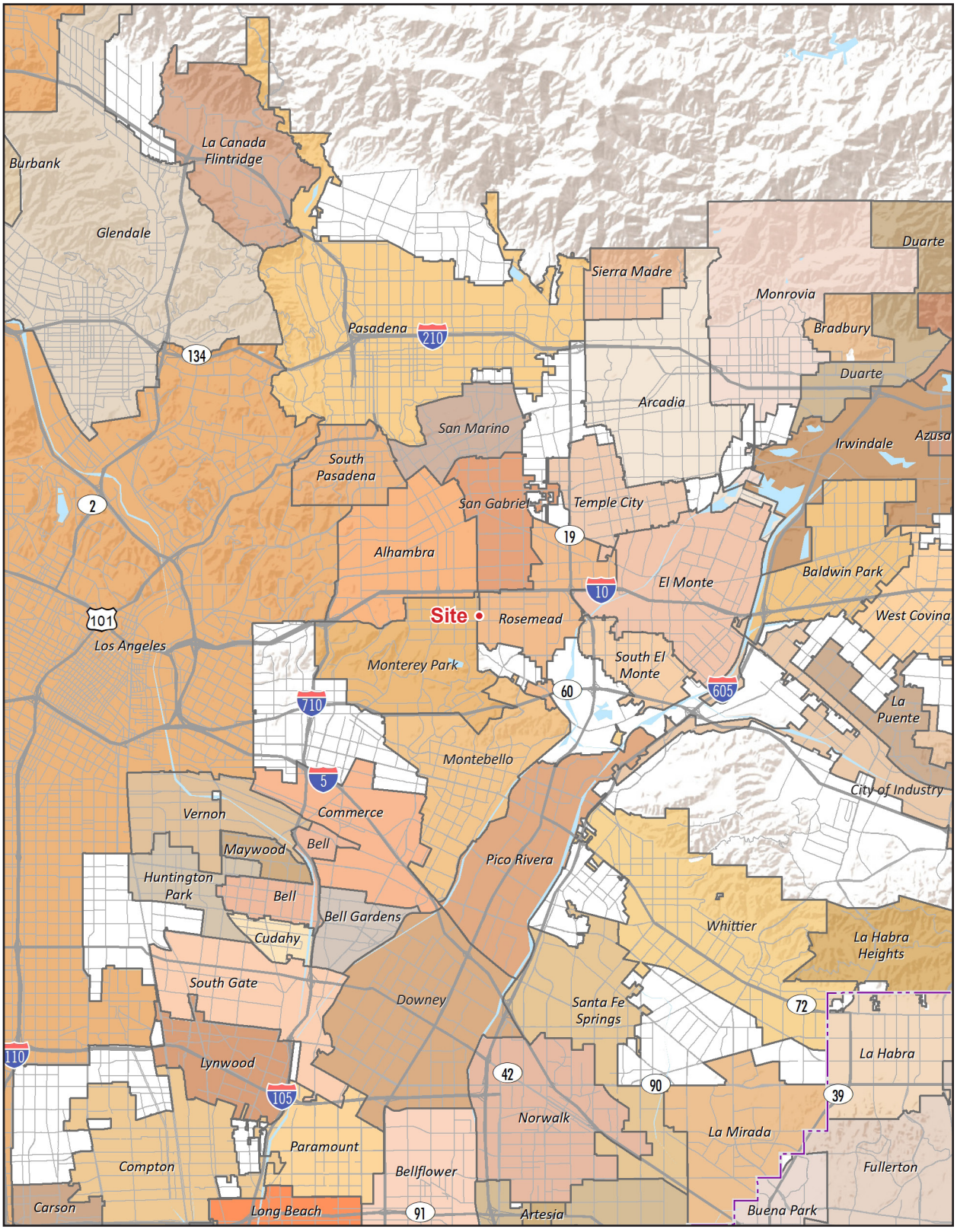
- **New Avenue Southern Driveway.** A approximately 100-foot-long driveway leading to a subterranean garage on the southwestern end of the project site along New Avenue.

1. Executive Summary

- **New Avenue Northern Driveway.** A approximately 60-foot-long driveway at the center of the project site along New Avenue that would provide access to the surface parking spaces and garages.
- **Whitmore Street Driveway.** A approximately 60-foot-long driveway on the north end of the project site along Whitmore Street that would provide access to the surface parking spaces and garages.
- A review of the HCM worksheet calculations for the access driveway intersections indicate that none of the driveways would result in queues.

All access driveways would allow for full access (right and left turns in/out). A review of the HCM worksheet calculations for the access driveway intersections indicate that none of the driveways would result in queues. The posted speed limit on New Avenue is 35 miles per hour. Several access driveways exist on New Avenue that serve residential developments to the north and south along New Avenue. Based on field observations and a review of aerial photography, New Avenue and Whitmore Street are relatively flat and have minimum curvature—there are no obstructions blocking the line of sight between thru traffic and the access driveways. No mitigation measures would be necessary in regard to site access. As a project design feature and a condition of approval, signage would be installed at the exits of each driveway to require a stop.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019

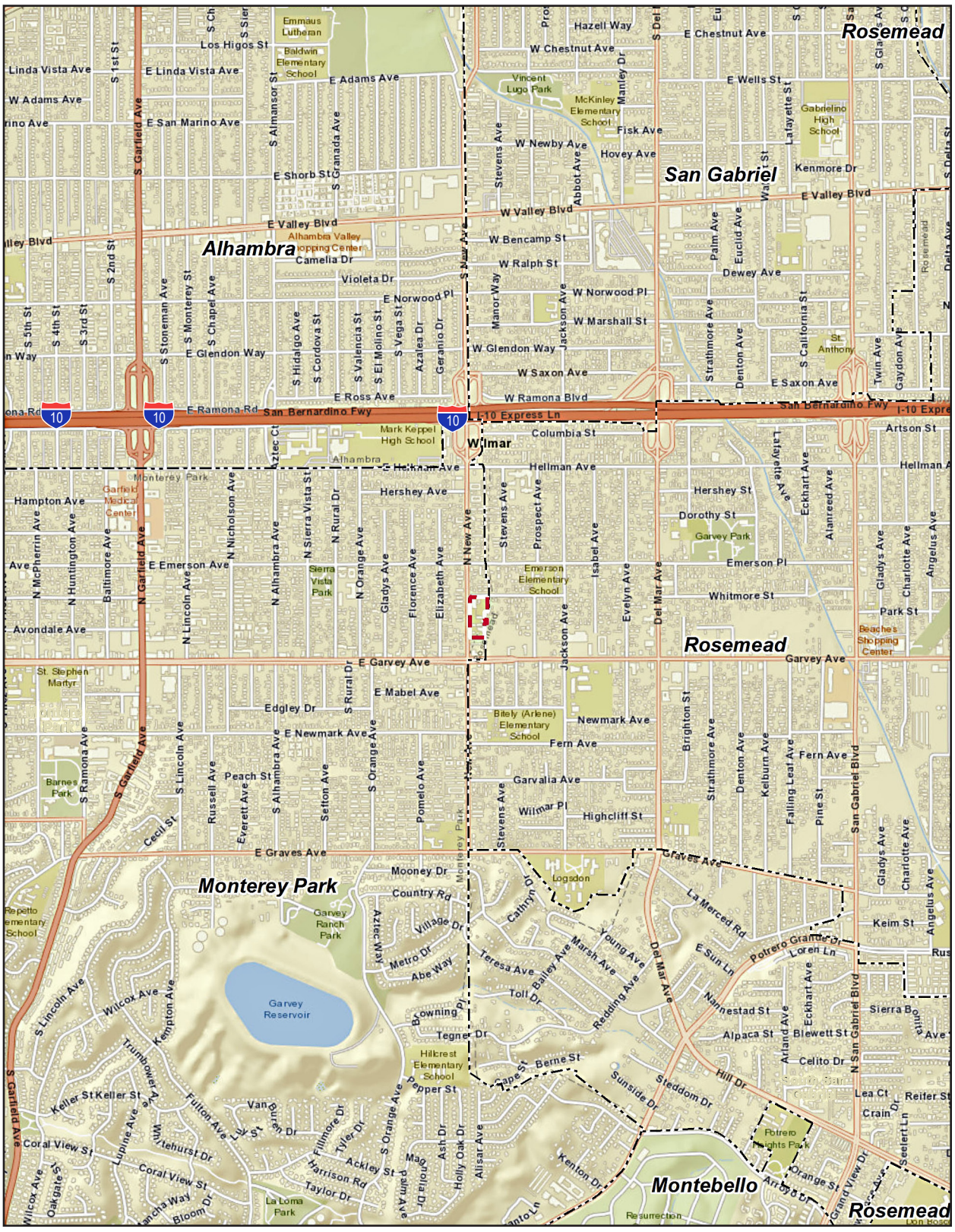
0 3
Scale (Miles)

PlaceWorks

1. Executive Summary

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Figure 2 - Local Vicinity



Source: ESRI, 2019

PlaceWorks

1. Executive Summary

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2. Introduction

2.1 PROJECT OVERVIEW

The project site is approximately 2.8 acres of vacant land at 126 North New Avenue in the City of Monterey Park (see Figure 1, *Regional Location* and Figure 2, *Local Vicinity*). The proposed project would involve the construction of a 66-unit condominium residential development with attached and subterranean garages. The development would include a combination of two- and three-story, two- and three-bedroom units with and without attached garages, as shown in Figure 3, *Site Plan*. Construction would be completed in two phases. Phase 1 would begin in September 2020 and last approximately 14 months. Phase 2 would begin in January 2021 and last approximately 17 months. Access to the site will be via two driveways on New Avenue and an access driveway to the north on Whitmore Street.

2.1.1 Methodology

A memorandum of understanding (MOU) was prepared and reviewed by the City of Monterey Park to establish the methodologies and key assumptions for the preparation of this traffic study. The MOU is included in Appendix A. The following provides a definition of levels of service, and thresholds.

Definition of Level of Service

Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F to represent traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

Intersection LOS

In conformance with the City's requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization method. The ICU technique is intended for signalized intersection analysis and estimates the volume-to-capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU value translates to a LOS grade. Descriptions of the LOS letter grades for signalized intersections and the relationships between the various V/C ratios are provided in Table 1, *Intersection LOS Criteria for Signalized Intersections*. To determine the LOS at the signalized intersections in Monterey Park and consistent with County of Los Angeles requirements, the ICU calculations used a lane capacity of 1,600 vehicles per hour for left-turn, thru, and right-turn lanes, with a lost time of 10 seconds per cycle. Intersection operation was analyzed using the Vistro version 7 software.

2. Introduction

Table 1 Intersection LOS Criteria for Signalized Intersections

Level of Service	Description	V/C Ratio
A	Very short delay due to random arrival of vehicles during red light.	0.000–0.600
B	Short delay of 5.1 to 15.0 seconds per vehicle.	0.601–0.700
C	Stable flow, delays of 15.1 to 25.0seconds per vehicle. Some waiting vehicles may fail to go through the intersection before the green light turns red.	0.701–0.800
D	Average vehicle delay is 25.1 to 40.0 seconds. Congestion becomes more noticeable. Many vehicles are required to stop at the signal.	0.801–0.900
E	Unstable traffic flow, with an average vehicle delay of 40.1 to 60.0 seconds (generally perceived as the limit of acceptable delay). Most vehicles are required to wait at least one traffic signal cycle.	0.901–1.000
F	Traffic volumes exceed roadway design capacity, resulting in forced flow, jammed intersections, long delays, and two-cycle signal waits. Average vehicle delay exceeds the acceptable 60 seconds per vehicle.	Over 1.000

Source: City of Monterey Park 2019.

The methodology used to assess the operation of an unsignalized intersection is based on the Highway Capacity Manual. The peak hours selected for analysis are the highest volumes in four consecutive 15-minute periods from 7 to 9 AM and from 4 to 6 PM on weekdays. Per the HCM methodology, overall average intersection delay at all-way-stop intersections was calculated, and the worst-case approach delay was calculated at cross-street-stop intersections. The level of service corresponds to the delay calculated. Table 2, *Unsignalized Intersection Level of Service Descriptions*, describes the level of service concept and the operating conditions expected under each level of service.

Table 2 Unsignalized Intersections Level of Service Descriptions

LOS	Description	Average Delay per Vehicle (seconds)
A	Free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.	0 to 10.00
B	Reasonable unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary intersections is not significant.	10.01 to 15.00
C	Stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B.	15.01 to 25.00
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speeds.	25.01 to 35.00
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections.	35.01 to 50.00
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing.	50.01 and up

Source: HCM 6th edition, 2016.
Notes: If volume-to-capacity (V/C) ratio is greater than 1.0 for the operation of a signalized or unsignalized intersection, the LOS is F regardless of the delay value.

The software PTV Vistro 7 was used to determine the LOS at the study area intersections. The Highway

Capacity Manual (HCM) 6th edition unsignalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle).

2.1.2 Acceptable LOS and Thresholds of Significance

City of Monterey Park

Based on review of the City of Monterey Park's Circulation Element, the City does not identify a specific peak-hour LOS at intersections which the City strives to maintain. For the purpose of this analysis, the County of Los Angeles significance criteria will be utilized to assess potential impacts at study intersections and roadways:

The County of Los Angeles strives to maintain a peak-hour LOS D at intersections. Significant impacts at signalized intersections are determined by comparing the final V/C ratio and project-related increase in V/C based on the level of service for with- and without-project buildout scenarios. Potential traffic impacts would occur if, during the weekday peak hours:

- At intersections operating at LOS C (V/C ratio between 0.701 to 0.800) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.040.
- At intersections operating at LOS D (V/C ratio between 0.801 to 0.900) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.020.
- At intersections operating at LOS E (V/C ratio between 0.901 to 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.
- At intersections operating at LOS F (V/C ratio greater than 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.

The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project and bring the level of service back to pre-project or cumulative conditions.

According to Los Angeles County Traffic Impact Analysis Report Guidelines, unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices. Consideration for a traffic signal would be given if the intersection satisfies the Manual for Uniform Traffic Control Devices (MUTCD) Peak Hour and Daily Warrants for Traffic Signal Installation. If the installation of a traffic signal is warranted with the addition of project traffic, the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, mitigation would be required according with the project's fair share percentage.

Los Angeles County Congestion Management Plan

The Los Angeles County Congestion Management Program (CMP) was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis guidelines, a significant impact may result and a traffic impact analysis is required under these conditions:

2. Introduction

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest CMP facility is Interstate 10 (I-10), approximately a half mile north of the project site. No CMP intersections are in the study area.

Figure 3 - Proposed Site Plan



Source: Feng Xiao Architect, Inc, 2019

2. Introduction

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3. Existing Conditions

3.1 STUDY AREA ROADWAY NETWORK

3.1.1 General Plan Circulation Network

The study-area roadways discussed below are in the circulation element of the City of Monterey Park General Plan.

3.1.1.1 SURROUNDING STREET SYSTEM

All roadway classifications are from the City of Monterey Park General Plan Circulation Element. Roadways that will be utilized for project trips include:

- **Garvey Avenue:** This east-west four lane undivided roadway is classified a minor arterial. It contains paved sidewalks, posted speed limit of 35 mph, and no marked bike lanes.
- **Hellman Avenue** This east-west two-lane divided roadway is classified a minor arterial. It contains paved sidewalks, and no marked bike lanes.
- **New Avenue:** This north-south four lane undivided roadway is classified a principal arterial north of Garvey Avenue up to the City's boundary at the Interstate 10 Freeway. It contains paved sidewalks, posted speed limit of 35 mph, and no marked bike lanes
- **Emerson Avenue:** This east-west two-lane undivided roadway is classified a minor arterial. It contains paved sidewalks, posted speed limit of 25 mph, and no marked bike lanes.

3.1.1.2 STUDY AREA INTERSECTIONS

The study area was defined in a memorandum of understanding and consultation with City Public Works' staff. The roadway network and study intersections are shown in Figure 4, *Roadway Network and Study Intersections*. The following existing intersections were analyzed:

1. New Avenue & Hellman Avenue
2. New Avenue & Whitmore Street
3. New Avenue & Garvey Avenue
4. New Avenue & Emerson Avenue

In addition, all future project access driveways were analyzed and are discussed in Section 8 of this report.

3.1.2 Existing Travel Lanes and Intersection Controls

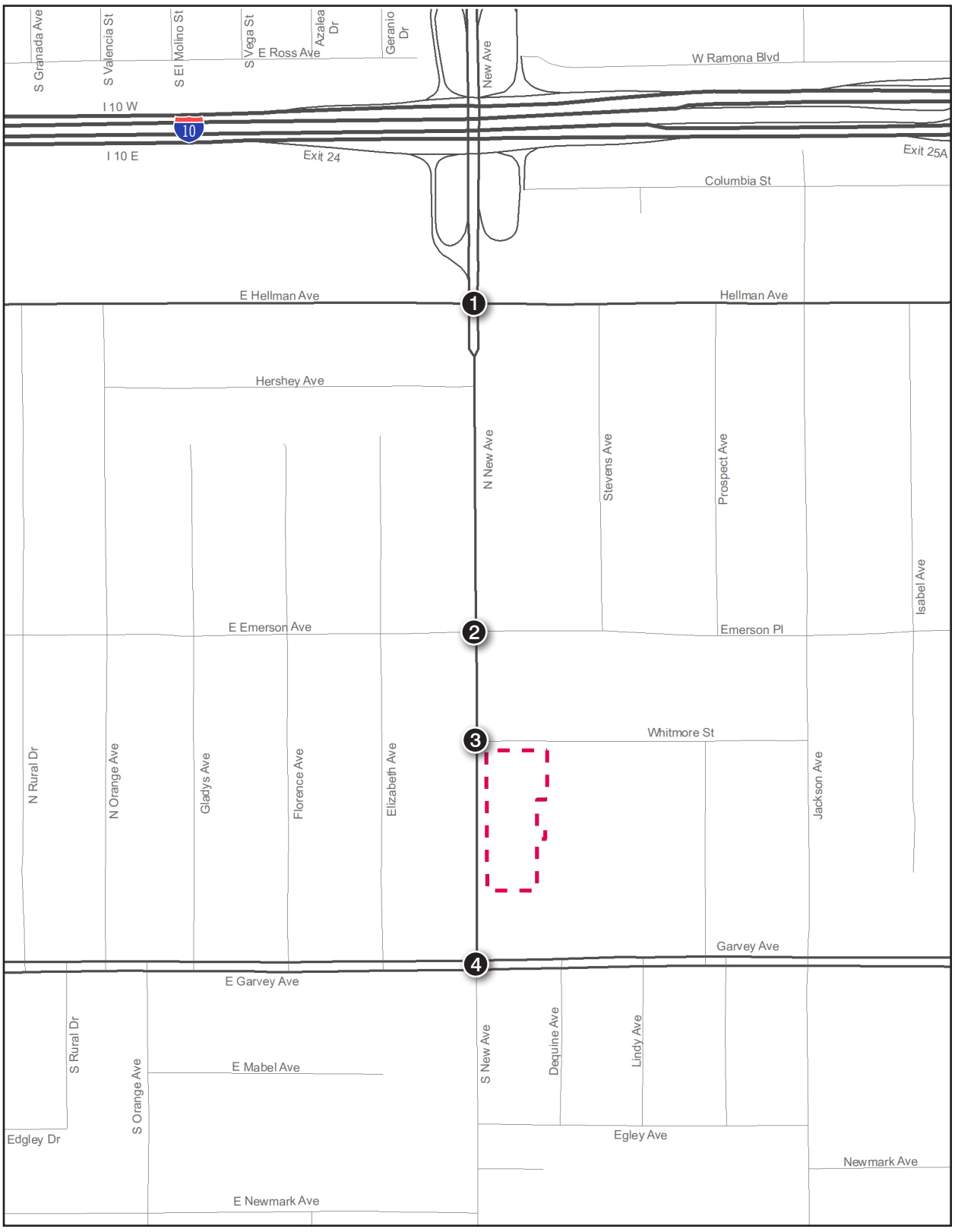
Figure 5 identifies the roadways and intersection traffic controls and turn lanes in the study area.

3.2 EXISTING INTERSECTIONS OPERATIONS

3.2.1 Existing Traffic Volumes

Weekday AM and PM peak-hour turn movement volumes were collected at the study area intersections. The counts were collected on Thursday, August 22, 2019. Traffic count worksheets and the existing AM and PM peak hour turn-movement volumes are presented in Appendix B.

Figure 4 - Roadway Network and Study Intersections



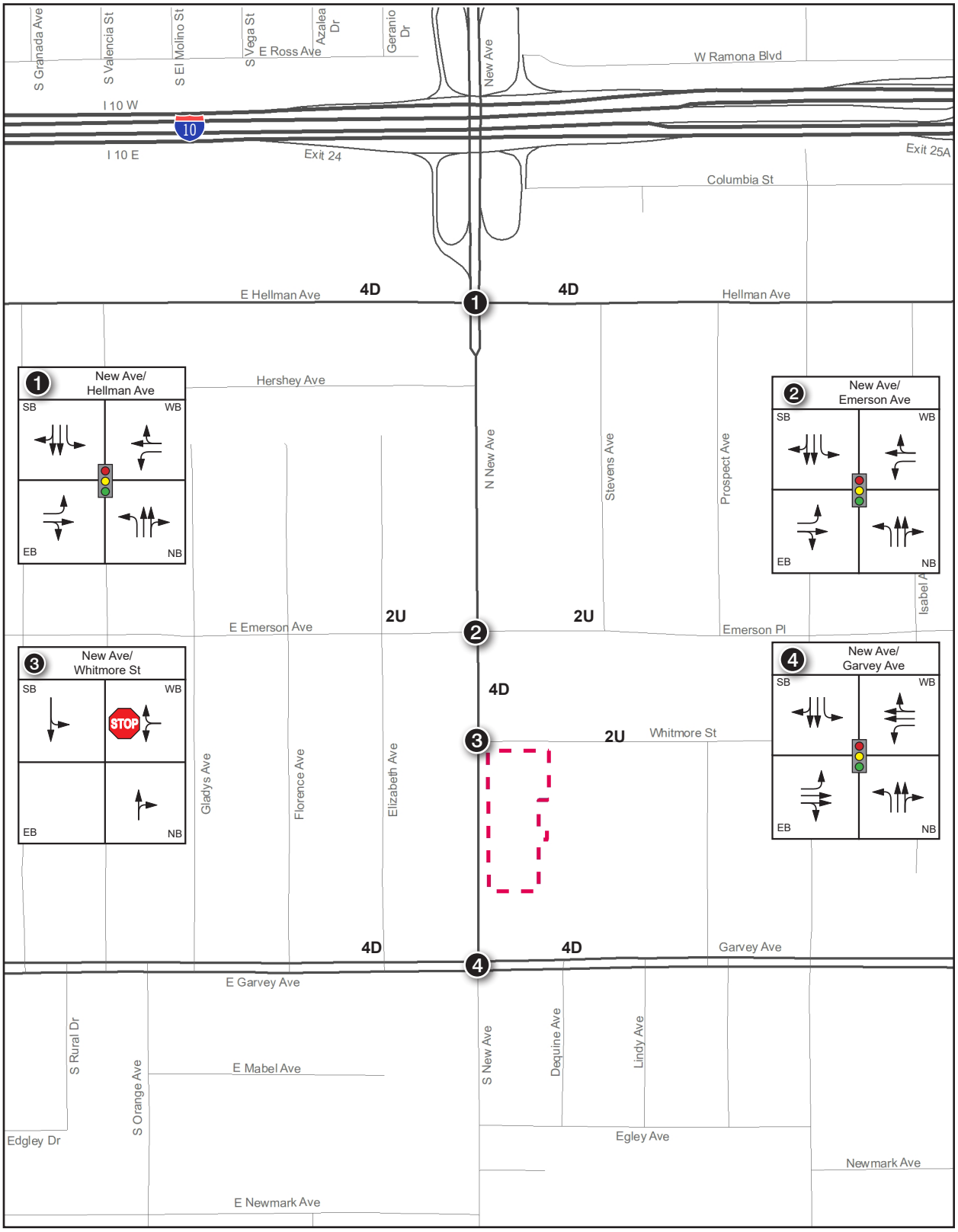
Source: ESRI, 2019

PlaceWorks

3. Existing Conditions

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Figure 5 - Existing Number of Through Lanes and Intersection Controls



1 Study Intersections (4)

Project Boundary

Source: ESRI, 2019

\# Number of Travel Lanes

U Undivided Roadway

D Divided Roadway

0 600

Scale (Feet)

PlaceWorks

3. Existing Conditions

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3.2.2 Existing Conditions Intersection Operations Analysis

The intersection operations analysis results are summarized in Table 3, *Existing Peak Hour Intersection Levels of Service*. LOS calculation worksheets for existing conditions are included in Appendix C.

Table 3 Existing Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. New Avenue & Hellman Avenue	-	**0.963**	**E**	-	0.827	D
2. New Avenue & Emerson Avenue	-	0.676	B	-	0.574	A
3. New Avenue & Whitmore Street	20.47	-	C	16.33	-	C
4. New Avenue & Garvey Avenue	-	0.708	C	-	0.771	C

Notes: LOS calculation worksheets included in Appendix C.
Bold=deficient operations

All study area intersections currently operate at acceptable LOS during the peak hours for existing traffic conditions, except for New Avenue and Hellman Avenue, which operates a LOS E during the AM peak hour.

3.2.3 Roadway Volumes

To review hourly traffic patterns in the vicinity of the project, roadway counts were taken on Thursday, August 22, 2019. The roadway counts were taken at New Avenue and Hellman Avenue, New Avenue and Whitmore Street, New Avenue and Garvey Avenue, and New Avenue and Emerson Avenue. Figure 6 shows the hourly traffic volumes for New Avenue north of Whitmore, and Figure 7 shows the hourly traffic volumes for New Avenue south of Whitmore.. The two-way hourly volumes on both segments are highest during the AM and PM peak hours. The highest volumes occur between 8 and 9 in the AM and in the afternoon between 5 and 6 PM, which coincide with the commuter traffic peak times.

Figure 8 shows the hourly traffic volumes for Whitmore east of New Avenue. The two-way hourly volumes are highest during the AM and PM peak hours. The highest volumes generally occur between 7 and 9 in the AM and in the afternoon generally between 2 and 7 PM, tapering off in the evening. At the peak hour the 2-way traffic volume is less than 110, compared to approximately 1,600 on New Avenue.

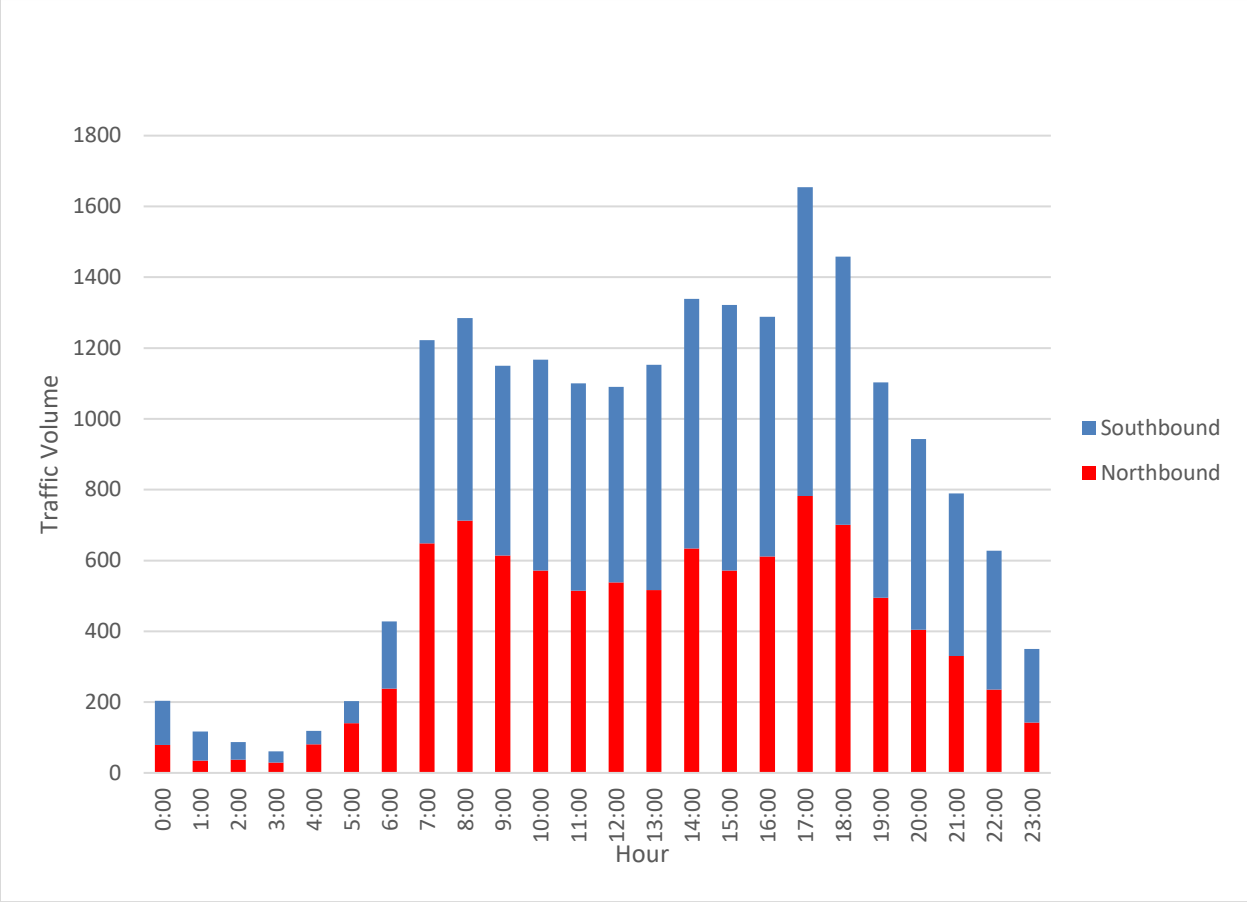
3.3 TRANSIT SERVICE AND NONMOTORIZED CIRCULATION

Public transportation services operating in the City of Monterey Park include the local-fixed route circulator, the Spirit Bus, and regional service provided by Los Angeles County Metro Bus and Montebello Bus Lines. Route 3 of the Spirit Bus, and Line 70 and Line 770 of the Los Angeles Metro Bus system, are the closest bus routes to the site location. Route 3 generally runs north-south through the City with a 40-minute headway

3. Existing Conditions

during peak hours. If taking Route 3, passengers can embark/disembark at Emerson Avenue and Florence Avenue then enter at the Western or Northern Driveway. Line 70 runs east-west, serving Los Angeles, Monterey Park, and El Monte with a 12-minute headway during peak hours. If taking Line 70, passengers can embark/disembark at Garvey Avenue and New Avenue then enter at the Western Driveway.

Figure 6 Traffic Volumes on New Avenue North of Whitmore



3. Existing Conditions

Figure 7 Traffic Volumes on New Avenue South of Whitmore

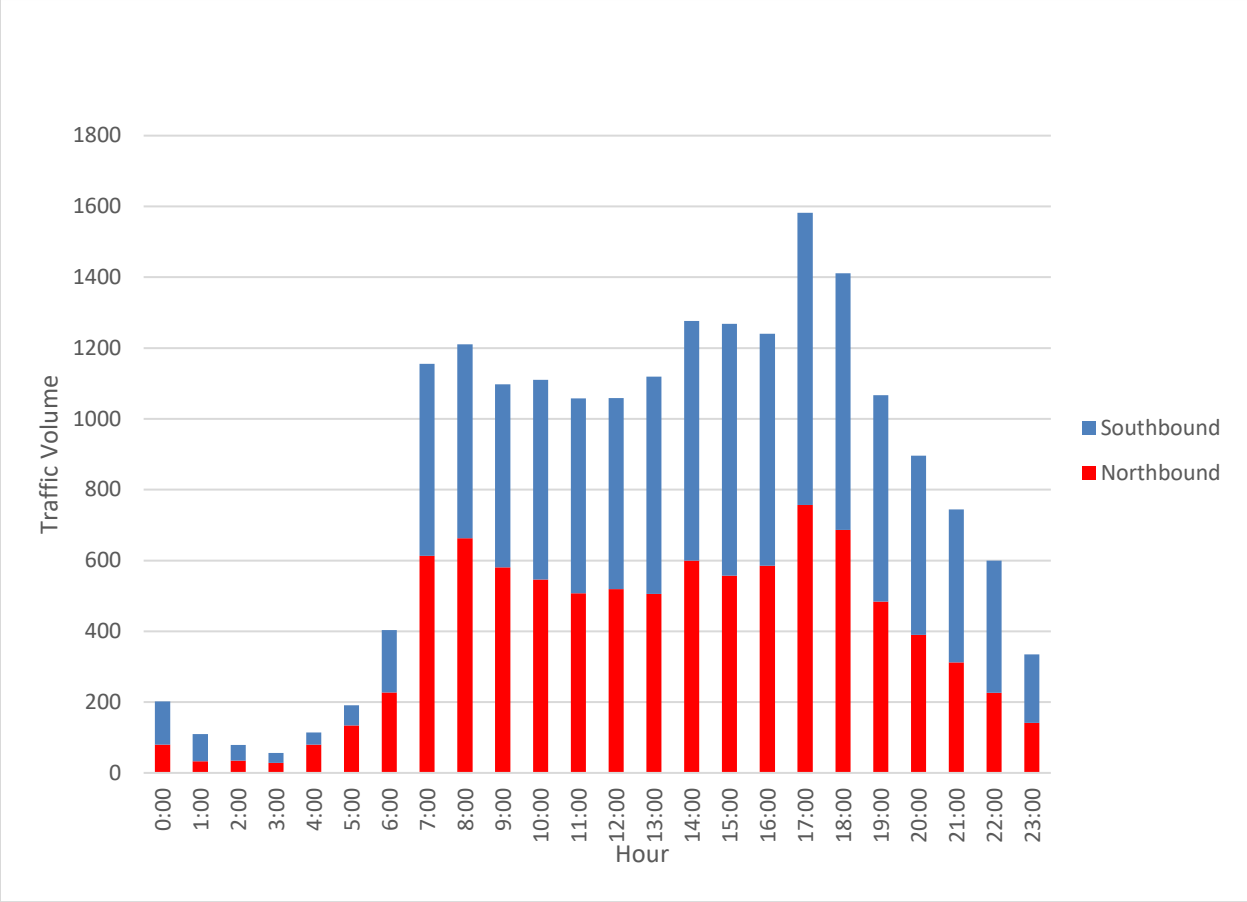
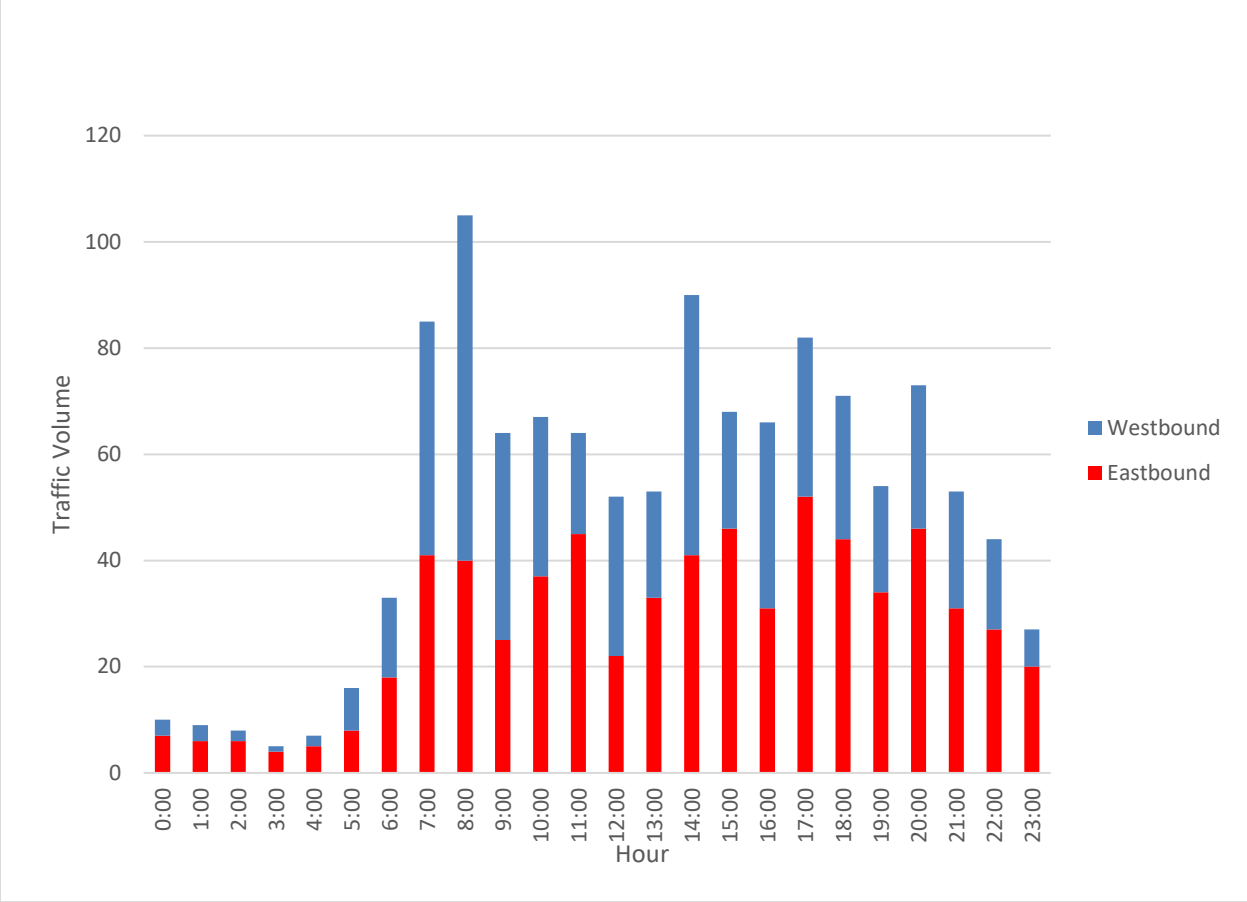


Figure 8 Traffic Volumes on Whitmore Street East of New Avenue



3. Existing Conditions

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4. Project Traffic

4.1 TRIP GENERATION

The trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition) for Land Use 220, Multifamily Housing (Low-Rise). Table 4, *Project Trip Generation,* shows the trip generation rates and project trip generation for the AM Peak Hour and PM Peak Hour. The project is expected to generate up to 483 daily trips. During the peak hours, the project is expected to generate 30 trips (7 inbound and 23 outbound) during the AM Peak Hour and 37 trips (23 inbound and 14 outbound) during the PM Peak Hour.

Table 4 Project Trip Generation

			Trip Generation					
			AM Peak Hour			PM Peak Hour		
Land Use	Unit[1]	Daily	In	Out	Total	In	Out	Total
Multifamily Housing[1] (Low-Rise)	Dwelling Units	7.32	0.11	0.35	0.46	0.35	0.21	0.56
Multifamily Housing (Low-Rise)	66	483	7	23	30	23	14	37

[1]Used the trip generation rates of ITE Code 220 Multifamily Housing/(Low-rise) from the ITE Trip Generation Manual 10th edition.

4.2 TRIP DISTRIBUTION

The traffic that would be generated by the residential units was geographically distributed onto the street network by evaluating the layout of the study area roadway network. Figure 9 presents the anticipated inbound and outbound trip distribution for the project.

4.3 MODAL SPLIT AND TRIP ASSIGNMENT

The trip distribution percentages are applied to the project trip generation to determine the traffic volumes forecast to be added at each intersection (i.e., trip assignment).

4.4 EXISTING PLUS PROJECT TRAFFIC CONDITIONS

To assess Existing Plus Project traffic conditions, existing traffic is combined with project traffic. The intersection operations for the Existing Plus Project traffic conditions have been calculated and are shown in Table 5, *Intersection Delay and LOS, Existing Plus Project Conditions*. Figures that show the existing plus project AM and PM peak hour intersection volumes are provided in Appendix D.

4. Project Traffic

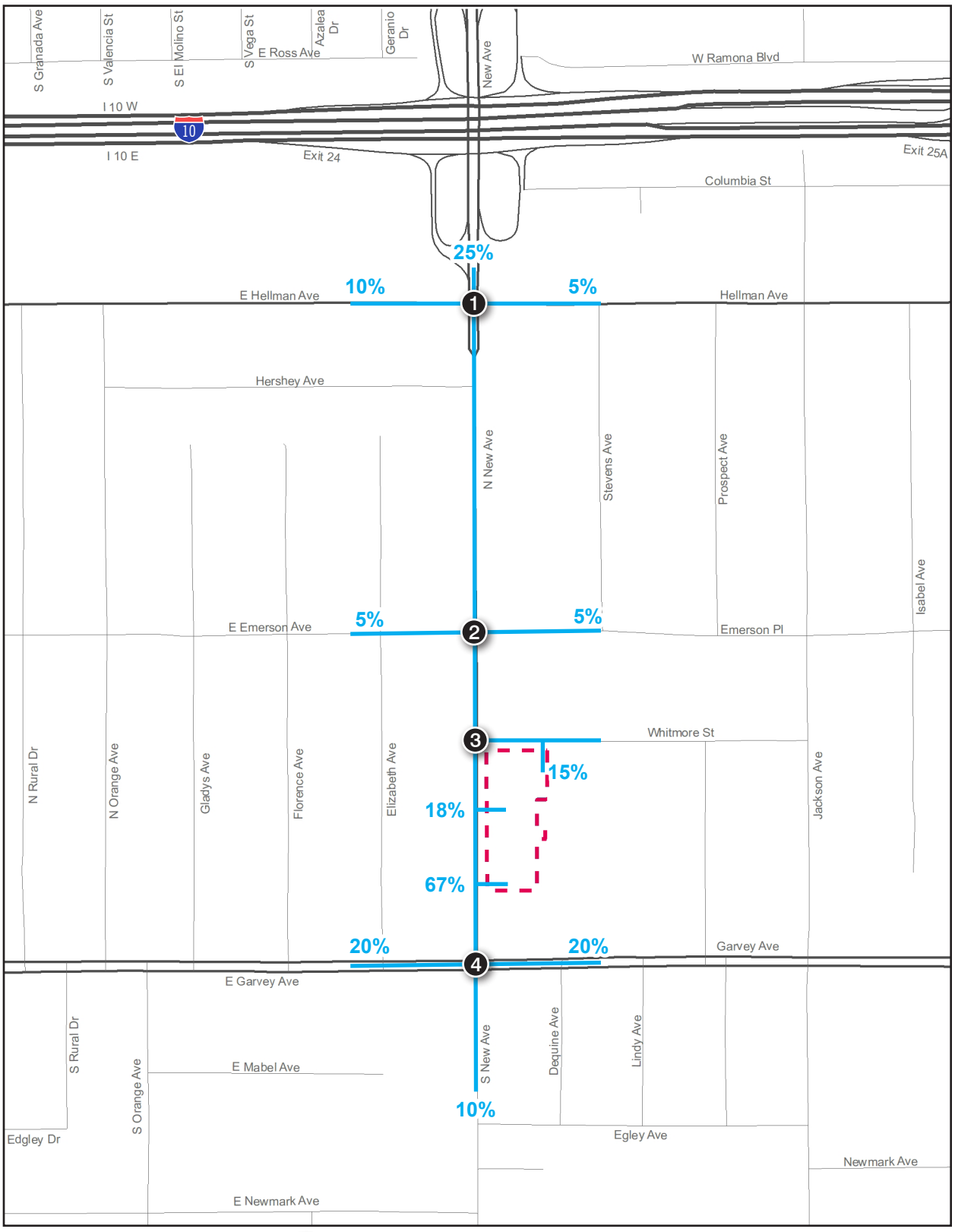
Table 5 Existing Plus Project Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. New Avenue & Hellman Avenue	-	**0.965**	**E**	-	0.828	D
2. New Avenue & Emerson Avenue	-	0.679	B	-	0.578	A
3. New Avenue & Whitmore Street	20.82	-	C	16.44	-	C
4. New Avenue & Garvey Avenue	-	0.713	C	-	0.774	C

Notes: LOS calculation worksheets included in Appendix D.
Bold=deficient operations

All study area intersections would operate at acceptable levels of service during the peak hours for Existing Plus Project traffic conditions except for New Avenue and Hellman Avenue, which operates at LOS E during the AM peak hour.

Figure 9 - Project Trip Distribution



Project Boundary

1 Study Intersections (4)

XX% % to/from Project

0 600
Scale (Feet)

Source: ESRI, 2019

PlaceWorks

4. Project Traffic

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5. Future Traffic Conditions

5.1 ESTIMATING FUTURE BASELINE TRAFFIC CONDITIONS

To the daily and peak hour traffic volumes on surrounding roadways has been added ambient growth and traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. Cumulative projects are closely related past, present, and reasonably foreseeable probable future projects. The cities of Monterey Park, Rosemead, San Gabriel, and Alhambra were consulted, and cumulative projects from these cities were included in the analysis. The cumulative projects were screened to calculate the cumulative traffic volumes that would directly add measurable traffic to the area street system versus cumulative traffic that would be added as ambient growth. Based on a review of the circulation system, the trip generation, location, and land use type, the cumulative projects within a three-mile radius of the project site would have the potential for directly adding measurable traffic to the intersections. Table 6, *Cumulative Projects Trip Generations*, shows that the cumulative development projects assumed in this traffic analysis are estimated to generate 1,927 trip-ends per day during a typical weekday. The list of cumulative projects and a location map and associated trip generation are included in Appendix E.

The ambient growth rate is added to account for area-wide growth not reflected by cumulative development projects. For this project, a 1 percent increase per year was included to reflect ambient growth at 2022 conditions at project buildout. Opening year traffic forecasts for 2022 traffic conditions are based on three years of ambient growth at 1 percent.

5. Future Traffic Conditions

Table 6 Cumulative Projects Trip Generations

No.	City	Project Name/ Address	Land Use	ITE Code	Unit Amount	Unit	Trip Generation[1]						
							Daily	AM Peak Hour			PM Peak Hour		
								In	Out	Total	In	Out	Total
S1	San Gabriel	1920 Strathmore Ave.	Multi-Family Housing (Low Rise)	220	3	DU[3]	22	0	1	1	1	1	2
S2	San Gabriel	2029 Denton	Multi-Family Housing (Low Rise)	220	3	DU[3]	22	0	1	1	1	1	2
S3	San Gabriel	1956 Strathmore Ave.	Multi-Family Housing (Low Rise)	220	3	DU[3] DU[3]	22	0	1	1	1	1	2
S4	San Gabriel	1975 S. Del Mar Ave.	Mid-Rise Residential with 1st-Floor Commercial	231	35	DU[3]	120	3	8	11	9	4	13
R1	Rosemead	7419-7459 Garvey Avenue	Mid-Rise Residential with 1st-Floor Commercial	231	90	DU[3]	310	8	19	27	23	10	33
R2	Rosemead	7801-7825 Garvey Avenue	Mid-Rise Residential with 1st-Floor Commercial	231	69	DU[3]	237	6	15	21	17	7	24
R3	Rosemead	8002 Garvey Avenue	Mid-Rise Residential with 1st-Floor Commercial	231	92	DU[3]	316	8	20	28	23	10	33
M1	Monterey Park	100 S Garfield Avenue	Mid-Rise Residential with 1st-Floor Commercial	231	86	DU[3]	296	7	19	26	22	9	31
M2	Monterey Park	400 North Garfield Avenue	Church	560	23.378	TSF[2]	162	5	3	8	5	6	11
A1	Alhambra	1 through 15 West Hellman Avenue, Alhambra, CA 91803	Medical	720	13.372	TSF[2]	465	29	8	37	13	33	46
Total Trip Generation of projects included in TIA							**1,972**	**66**	**95**	**161**	**115**	**82**	**197**

[1] Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual, 10th Edition.
[2] TSF= Thousand Square Feet
[3] DU= Dwelling Units

5.2 2022 NO PROJECT TRAFFIC CONDITIONS

The intersection operations for the 2022 No Project conditions have been calculated according to the methodology described in Section 5.1 and are given in Table 7, *2022 No Project Peak Hour Intersection Levels of Service*. Figures showing the 2022 No Project AM and PM peak hour intersection volumes are provided in Appendix F.

Table 7 2022 No Project Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. New Avenue & Hellman Avenue	-	**0.991**	**E**	-	0.850	D
2. New Avenue & Emerson Avenue	-	0.697	B	-	0.593	A
3. New Avenue & Whitmore Street	21.75	-	C	16.95	-	**C**
4. New Avenue & Garvey Avenue	-	0.738	C	-	0.807	D

Notes: LOS calculation worksheets included in Appendix F.
Bold = deficient operations

All study area intersections would operate at acceptable levels of service during AM and PM peak hours for 2022 No Project traffic conditions except for New Avenue and Hellman Avenue, which operates at LOS E during the AM peak hour.

5.3 2022 WITH PROJECTS TRAFFIC CONDITIONS

To assess future traffic conditions with the project at the time of project buildout, project traffic was added to the 2022 No Project conditions discussed in Section 5.2. The intersection operations for the 2022 With Project traffic conditions have been calculated and are listed in Table 8, *2022 With Project Peak Hour Intersection Levels of Service*. Figures showing the 2022 With Project AM and PM peak hour intersection volumes are provided in Appendix G.

5. Future Traffic Conditions

Table 8 2022 With Project Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. New Avenue & Hellman Avenue	-	0.993	**E**	-	0.852	D
2. New Avenue & Emerson Avenue	-	0.701	C	-	0.596	A
3. New Avenue & Whitmore Street	22.19	-	C	17.06	-	C
4. New Avenue & Garvey Avenue	-	0.743	C	-	0.809	D

Notes: LOS calculation worksheets included in Appendix G.
Bold=deficient operations

All study area intersections would operate at acceptable levels of service during the peak hours for Existing Plus Project traffic conditions except for New Avenue and Hellman Avenue, which operates at LOS E during the AM peak hour.

6. Project Impacts

6.1 IMPACTS/EXISTING CONDITIONS

To assess project impacts on intersection operations Exiting Conditions were compared to Existing plus Project Conditions and summarized below in Table 9, *Project Impacts, Existing Conditions*. LOS calculation worksheets for existing conditions and existing plus project conditions are included in Appendix C and Appendix D, respectively.

An impact would occur in City of Monterey Park signalized intersections if the Intersection Capacity Utilization value under With Project conditions is LOS E or F and the ICU increase attributable to the project is 0.020 or greater. A comparison of the intersection ICU values in Table 9 indicates that the project would not be significantly impacted (less than a 0.02 change in V/C ratio).

6. Project Impacts

Table 9 Project Impact Summary, Existing Conditions

Study Intersection	Traffic Control	AM PEAK HOUR						PM PEAK HOUR					
		No Project		With Project		V/C Increase	Potential Impact?	No Project		With Project		V/C Increase	Potential Impact?
		V/C[1]	LOS	V/C[1]	LOS			V/C[1]	LOS	V/C[1]	LOS		
1. New Avenue & Hellman Avenue	TS	0.963	E	0.965	E	0.002	No	0.827	D	0.828	D	0.001	No
2. New Avenue & Emerson Avenue	TS	0.676	B	0.679	B	0.003	No	0.574	A	0.578	A	0.004	No
3. New Avenue & Whitmore Street	CCS	-	C	-	C	-	No	-	C	-	C	-	No
4. New Avenue & Garvey Avenue	TS	0.708	C	0.713	C	0.005	No	0.771	C	0.774	C	0.003	No

Notes: TS: Traffic Signal; CSS: Cross-Street Stop
[1] Volume to Capacity

6.2 2022 PROJECT IMPACTS

To assess project impacts on intersection operations, 2022 No Project Conditions were compared to 2022 with Project Conditions and summarized below in Table 10, *Project Impacts, 2022 Conditions*. LOS calculation worksheets for 2022 No Project Conditions and 2022 Plus Project Conditions are included in Appendix F and Appendix G, respectively.

An impact would occur at a City of Monterey Park signalized intersections if the ICU value under With Project conditions is LOS E or F *and* the ICU increase attributable to the project is 0.020 or greater. A review of Table 10 indicates that project traffic would not exceed these thresholds of significance, and therefore impacts would be less than significant.

6. Project Impacts

Table 10 Project Impact Summary, 2022 Conditions

Study Intersection	Traffic Control	AM PEAK HOUR						PM PEAK HOUR					
		No Project		With Project		V/C Increase	Impact?	No Project		With Project		V/C Increase	Impact?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1. New Avenue & Hellman Avenue	TS	0.991	E	0.993	E	0.002	No	0.85	D	0.852	D	0.002	No
2. New Avenue & Emerson Avenue	TS	0.697	B	0.701	C	0.004	No	0.593	A	0.596	A	0.003	No
3. New Avenue & Whitmore Street	CCS	-	C	-	C	-	No	-	C	-	C	-	No
4. New Avenue & Garvey Avenue	TS	0.738	C	0.743	C	0.005	No	0.807	D	0.809	D	0.002	No

Notes: V/C: Volume to Capacity; TS: Traffic Signal; CSS: Cross-Street Stop

7. Signal Warrants

Signal warrants are a set of criteria used to evaluate the potential need for a traffic signal at an unsignalized or stop-controlled intersection. The methodology for the signal warrant analysis is included in the 2014 California Manual on Uniform Traffic Control Devices. The manual states that if one or more of the criteria for signal warrants is met, an engineering study is required to evaluate other factors to determine if an intersection must be signalized. The traffic analysis uses Warrant 3 criteria, which are based on traffic volumes entering the intersection during the peak hour. The signal warrant calculations are included in Appendix H. In this study, the only existing unsignalized intersection is New Avenue at Whitmore Street. This intersection would not meet the requirement for Warrant 3 under any scenario and would not be warranted for a signal.

7. Signal Warrants

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8. Congestion Management Plan Conformance

Los Angeles County Metropolitan Transportation Authority (Metro) serves as the county's congestion management agency. The Los Angeles County Congestion Management Program was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The LOS standard in Los Angeles County is LOS E, except where base year LOS is worse than E. In such cases, the base year LOS is the standard. A 1992 base year has been established for Los Angeles County. CMP statute states that deficiency plans are required when LOS standards are not met on portions of the CMP highway system. A deficiency is defined as an intersection or segment of a highway or roadway that has a reduction in LOS that exceeds the minimum standard of LOS E.

The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis guidelines, a significant impact may result and a traffic impact analysis is required under the following conditions:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the Interstate 10 Freeway (I-10), approximately a half mile to the North. As shown in Table 4, the project would generate up to 37 peak hour trips. The project would not add more than 50 peak hour trips to a CMP facility, and therefore impacts would be less than significant.

8. Congestion Management Plan Conformance

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9. Site Access and Internal Circulation

The proposed residential units will be located on New Avenue and Whitmore Street. There will be a total of 169 parking spaces on the site, and site access would be provided via two driveways on New Avenue and one driveway on Whitmore (see Figure 3, *Site Plan*):

- **New Avenue Southern Driveway:** An approximately 100-foot-long driveway leading to a subterranean garage on the southwestern end of the project site along New Avenue.
- **New Avenue Northern Driveway:** An approximately 60-foot-long driveway at the center of the project site along New Avenue that would provide access to the surface parking spaces and garages.
- **Whitmore Street Driveway:** An approximately 60-foot-long driveway on the north end of the project site along Whitmore Street that would provide access to the surface parking spaces and garages.

All access driveways would allow for full access (right and left turns in/out). As shown in Table 4, the project would generate 30 trips (7 inbound and 23 outbound) during the AM peak hour, and 37 trips (23 inbound and 14 outbound) during the PM peak hour. The southern driveway on New Avenue is expected to handle approximately 2/3 of the project traffic. Therefore the busiest driveway would handle approximately 5 cars in and 16 cars out in the AM peak hour and approximately 16 cars in and 11 cars out in the PM peak hour. A review of the HCM worksheet calculations for the access driveway intersections indicate that none of the driveways would result in queues.

The posted speed limit on New Avenue is 35 miles per hour. Several access driveways exist on New Avenue that serve residential developments to the north and south along New Avenue. Based on field observations and a review of aerial photography, New Avenue and Whitmore Street are relatively flat and with minimum curvature—there are no obstructions blocking the line of sight between thru traffic and the access driveways. The minimum peripheral visibility would be maintained per the Caltrans HDM, no mitigation measures would be necessary in regard to site access. As a project design feature and a condition of approval, signage would be installed at the exits of each driveway to require a stop.

9. Site Access and Internal Circulation

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10. References

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———. 2001. City of Monterey Park General Plan, Circulation Element.

Institute of Transportation Engineers. 2012. 2017. Trip Generation. 10th edition.

Los Angeles County Metropolitan Transportation Authority. 2010. Congestion Management Program. http://media.metro.net/docs/cmp_final_2010.pdf

Los Angeles County TIA Guidelines Dec 1997.

Transportation Research Board. 2010. Highway Capacity Manual.

Monterey Park, City of. 2016. Spirit Bus Map.

10. References

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Appendix A.
Memorandum of Understanding

Appendices

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August 15, 2019

City of Monterey Park Community and Economic Development
320 W. Newmark Avenue
Monterey Park CA 91754

Subject: Memorandum of Understanding (MOU) for the Traffic Impact Analysis for 66-Unit Residential Development

PlaceWorks is preparing a traffic impact analysis for the proposed 66-Unit Residential Development on a 2.8 acre site located in the northeast portion of the City along North New Avenue and Whitmore Street. Figure 1, *Regional Location*, and Figure 2, *Aerial Photo*graph depict the site location. The site would consist of a mix of new two- and three-story buildings totaling 66 residential units, see Figure 3, *Site Plan*. There will be 46 enclosed garage parking, 10 additional surface parking, 113 underground garage parking, totaling 169 parking spaces. This memorandum of understanding (MOU) describes the project and outlines the proposed methodologies and basic assumptions for the traffic impact analysis for the project. This MOU has been prepared for the City of Monterey Park for review and comment to ensure that the traffic study uses appropriate assumptions to evaluate potential traffic impacts from the project. The following elements are also included for the City's review:

» A trip generation estimate for the project
» A list of study area intersections and roadway segments to be evaluated
» Identification of an ambient growth rate and scenarios to be evaluated
» Criteria to evaluate levels of service and to determine thresholds of significance

Trip Generation and Trip Distribution

Trip generation rates for the proposed project were determined for daily, and weekday peak hour traffic in the morning (7 to 9 AM) and evening (4 to 6 PM) hours. The trip generation was calculated based on rates included in the ITE Trip Generation Manual 10th Edition for Land Use 220 Multifamily Housing (Low-Rise). Table 1 shows the trip generation rates for the weekday AM and PM Peak Hours, and daily rates.

Table 1 Trip Generation Rates

			Trip Generation[1]						
				AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Unit	Daily	In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	Dwelling Units	7.32	0.11	0.35	0.46	0.35	0.21	0.56

[1] Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 10th Edition.

Table 2 shows the calculated trip generation rates for 66 Units of Multifamily Housing (Low-Rise).

Table 2 Project Trip Generation

Land Use	Dwelling Units	Trip Generation[1]						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	66	483	7	23	30	23	14	37

[1]Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 10th Edition.

The main vehicular access to the site will be via a driveway on New Avenue and an access driveway will be located to a driveway to the north on Whitmore Street. The trip distribution was based on review of the freeways and major roads in the area. Figure 4, *Project Trip Distribution*, show the project trip distribution for project trips.

Study Area Intersections and Scenarios

Based on the calculated project trip generation and trip distribution, the following existing intersections will be analyzed:

1. New Avenue & Hellman Avenue
2. New Avenue & Whitmore Street
3. New Avenue & Garvey Avenue
4. New Avenue & Emerson Avenue

All proposed access driveway intersections will be analyzed. Due to the number of project trips (less than 10 in the peak hours) at the nearest freeway interchange and mainline segment at Interstate 10, no freeway facilities will be analyzed.

Roadway segment 24-hour traffic counts will be taken at the following locations:

1. Whitmore, east of New Avenue
2. New Avenue, south of Whitmore
3. New Avenue, north of Whitmore

Intersection turn movement traffic counts will be taken at study intersections during the weekday peak hours (7-9 AM and 4-6 PM). Traffic counts will be conducted while schools are in session.

The following analysis scenarios will be provided for the weekday peak hours:

- Existing
- Existing Plus Project
- Opening Year Without Project
- Opening Year With Project

An ambient growth rate of 1% per year and a list of cumulative projects to be fully operational by project opening year will be included to the background traffic conditions. Trip generation for the cumulative developments will be estimated for inclusion in the background traffic conditions at project opening year.

The level of service for signalized study intersections will be evaluated using the Intersection Capacity Utilization (ICU) methodology. The latest edition of the Highway Capacity Manual (HCM) will be utilized to evaluate stop-controlled intersections and access driveways. For the purpose of this analysis the County of Los Angeles significance criteria will be utilized to access potential impacts at study intersections and roadways:

- At intersections operating at LOS C (V/C ratio between 0.701 to 0.800) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.040.
- At intersections operating at LOS D (V/C ratio between 0.801 to 0.900) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.020.
- At intersections operating at LOS E (V/C ratio between 0.901 to 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.
- At intersections operating at LOS F (V/C ratio greater than 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.

The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project and bring the level of service back to pre-project or cumulative conditions. Unsignalized intersections will be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices. Consideration for a traffic signal would be given if the intersection satisfies the Manual for Uniform Traffic Control Devices (MUTCD) Peak Hour and Daily Warrants for Traffic Signal Installation. If the installation of a traffic signal is warranted with the addition of project traffic, the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, mitigation would be required according with the project's fair share percentage.

Site Access

Recommendations will be provided to ensure that the site would be designed with adequate site access and internal circulation. An access evaluation will be provided for sight distance and the need for turn restrictions that may be required. The potential for queuing at the project's access driveways will be evaluated, as well as internal circulation.

Please review the following assumptions and authorize so we can proceed. Or feel free to call if you have any questions or would like to discuss.

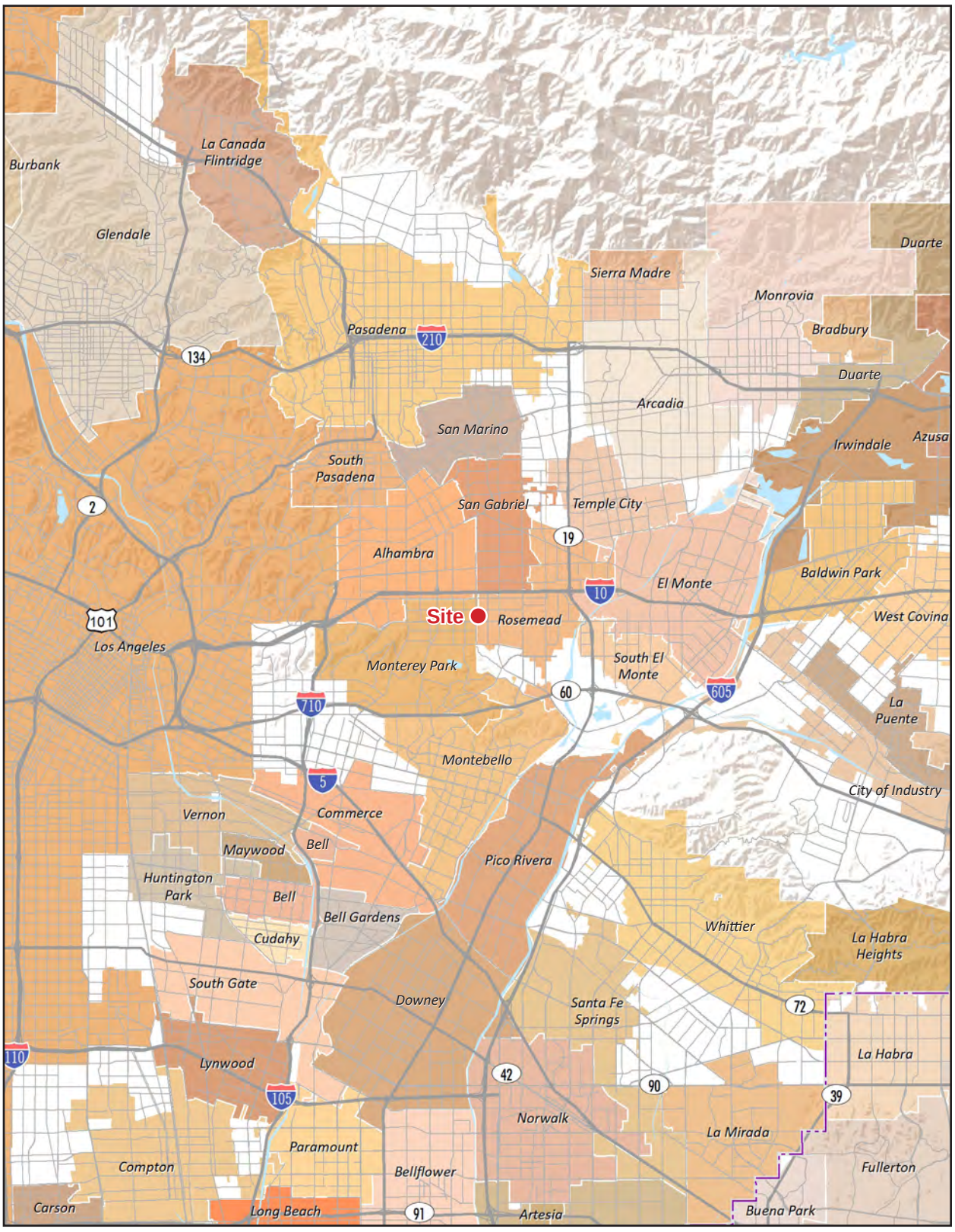
Respectfully submitted,

FERNANDO SOTELO, PE, PTP
Senior Associate

PLACEWORKS

3 MacArthur Place, Suite 1100 | Santa Ana, California 92707
714.966.9220 | fsotelo@placeworks.com | placeworks.com

Figure 1 - Regional Location
1. Introduction



Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019

0 3
Scale (Miles)

PlaceWorks

Figure 2 - Aerial Photograph
1. Introduction

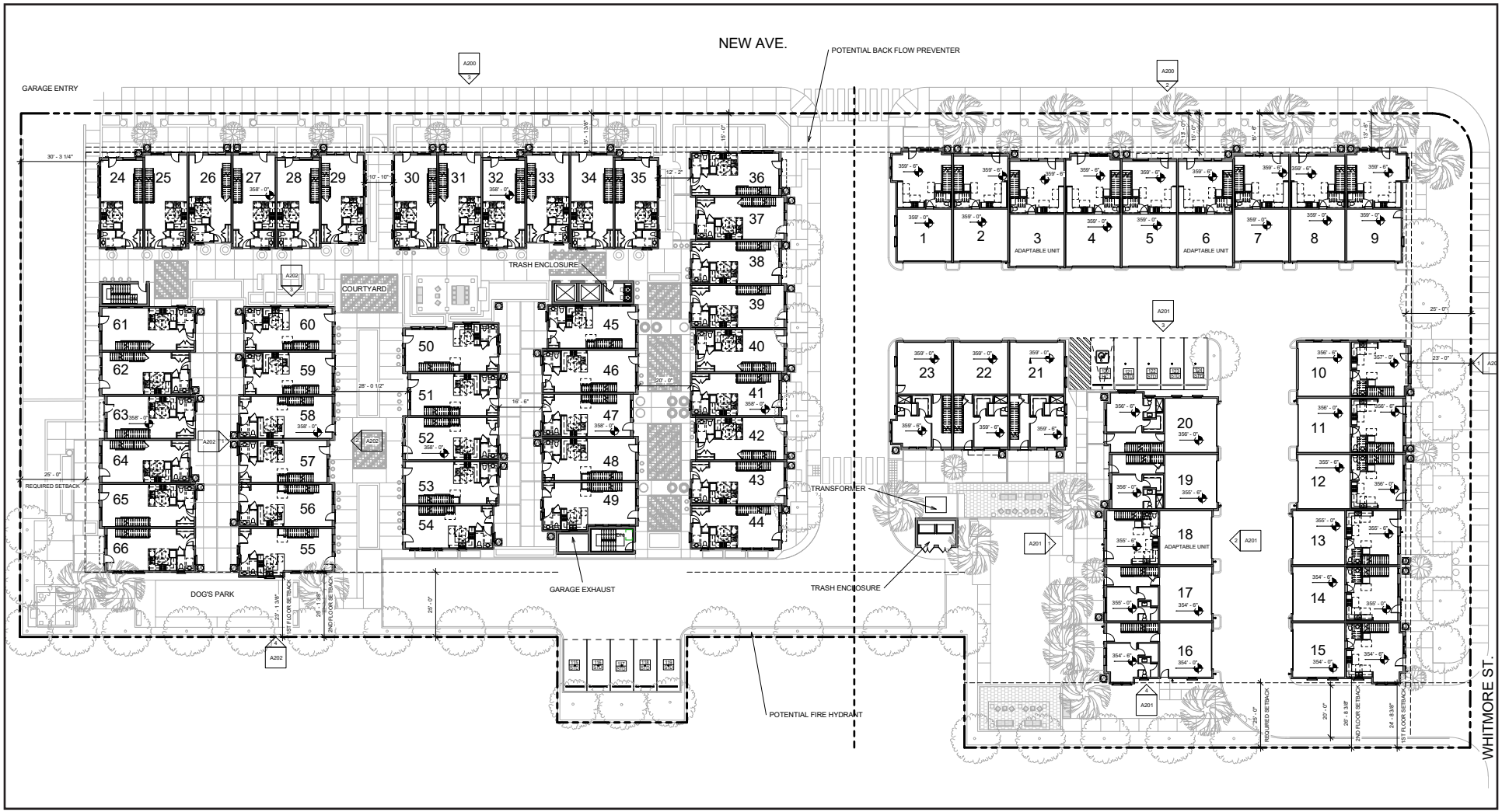


Project Boundary

0 125
Scale (Feet)

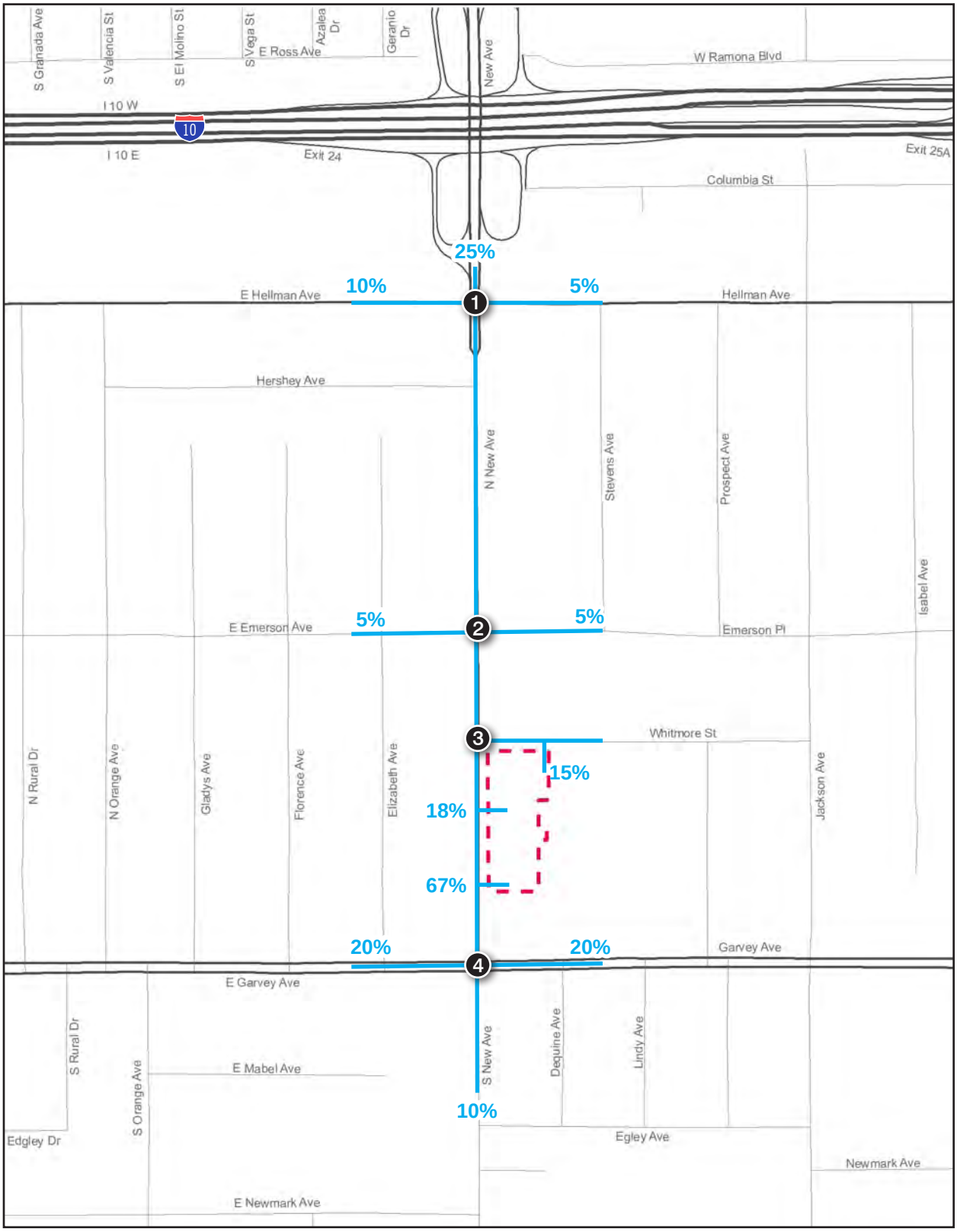
Source: Nearmap, 2019

Figure 3 - Site Plan
1. Introduction



Source: Feng Xiao Architect, Inc, 2019

Figure 4 - Project Trip Distribution
1. Introduction



Project Boundary

Study Intersections (3)

XX% % to/from Project

0 600
Scale (Feet)

Source: ESRI, 2019

PlaceWorks

Appendix B.
Traffic Counts

Appendices

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Monterey Park
N/S: New Avenue
E/W: Hellman Avenue
Weather: Clear

File Name : 01_MNP_New_Hellman AM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 1

Groups Printed- Total Volume

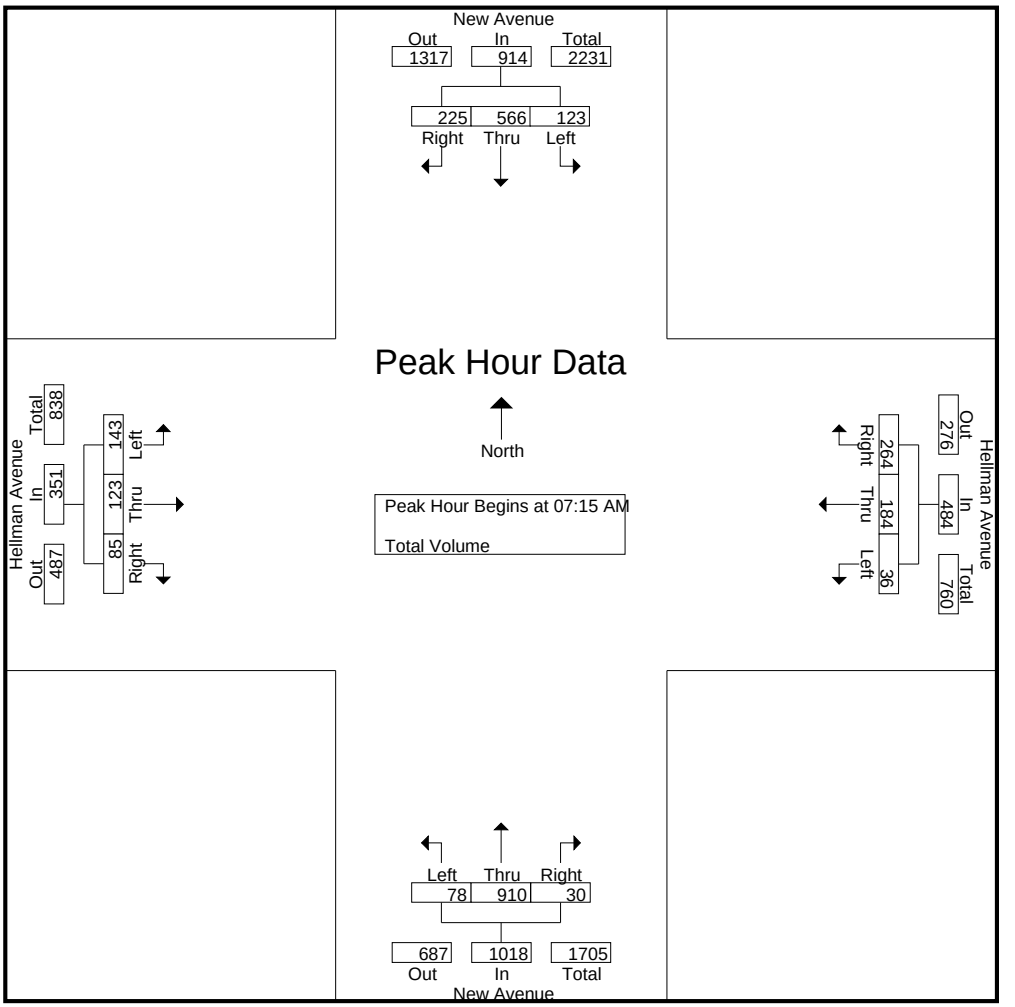
	New Avenue Southbound				Hellman Avenue Westbound				New Avenue Northbound				Hellman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	89	54	164	1	39	46	86	13	139	5	157	29	11	5	45	452
07:15 AM	19	95	98	212	9	47	55	111	44	205	4	253	32	18	20	70	646
07:30 AM	27	153	62	242	6	30	87	123	29	297	5	331	32	33	45	110	806
07:45 AM	40	172	26	238	12	49	74	135	2	220	8	230	35	34	11	80	683
Total	107	509	240	856	28	165	262	455	88	861	22	971	128	96	81	305	2587
08:00 AM	37	146	39	222	9	58	48	115	3	188	13	204	44	38	9	91	632
08:15 AM	19	124	30	173	8	57	41	106	8	209	14	231	41	34	4	79	589
08:30 AM	20	121	51	192	6	62	47	115	18	226	5	249	42	32	7	81	637
08:45 AM	17	138	45	200	9	79	40	128	11	226	7	244	35	27	5	67	639
Total	93	529	165	787	32	256	176	464	40	849	39	928	162	131	25	318	2497
Grand Total	200	1038	405	1643	60	421	438	919	128	1710	61	1899	290	227	106	623	5084
Apprch %	12.2	63.2	24.7		6.5	45.8	47.7		6.7	90	3.2		46.5	36.4	17		
Total %	3.9	20.4	8	32.3	1.2	8.3	8.6	18.1	2.5	33.6	1.2	37.4	5.7	4.5	2.1	12.3	

	New Avenue Southbound				Hellman Avenue Westbound				New Avenue Northbound				Hellman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	95	98	212	9	47	55	111	44	205	4	253	32	18	20	70	646
07:30 AM	27	153	62	242	6	30	87	123	29	297	5	331	32	33	45	110	806
07:45 AM	40	172	26	238	12	49	74	135	2	220	8	230	35	34	11	80	683
08:00 AM	37	146	39	222	9	58	48	115	3	188	13	204	44	38	9	91	632
Total Volume	123	566	225	914	36	184	264	484	78	910	30	1018	143	123	85	351	2767
% App. Total	13.5	61.9	24.6		7.4	38	54.5		7.7	89.4	2.9		40.7	35	24.2		
PHF	.769	.823	.574	.944	.750	.793	.759	.896	.443	.766	.577	.769	.813	.809	.472	.798	.858

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Monterey Park
N/S: New Avenue
E/W: Hellman Avenue
Weather: Clear

File Name : 01_MNP_New_Hellman AM
Site Code : 22119547
Start Date : 8/22/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	19	95	98	212	9	47	55	111	44	205	4	253	32	33	45	110
+15 mins.	27	153	62	242	6	30	87	123	29	297	5	331	35	34	11	80
+30 mins.	40	172	26	238	12	49	74	135	2	220	8	230	44	38	9	91
+45 mins.	37	146	39	222	9	58	48	115	3	188	13	204	41	34	4	79
Total Volume	123	566	225	914	36	184	264	484	78	910	30	1018	152	139	69	360
% App. Total	13.5	61.9	24.6		7.4	38	54.5		7.7	89.4	2.9		42.2	38.6	19.2	
PHF	.769	.823	.574	.944	.750	.793	.759	.896	.443	.766	.577	.769	.864	.914	.383	.818

Counts Unlimited
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City of Monterey Park
N/S: New Avenue
E/W: Hellman Avenue
Weather: Clear

File Name : 01_MNP_New_Hellman PM
Site Code : 22119547
Start Date : 8/22/2019
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Groups Printed- Total Volume

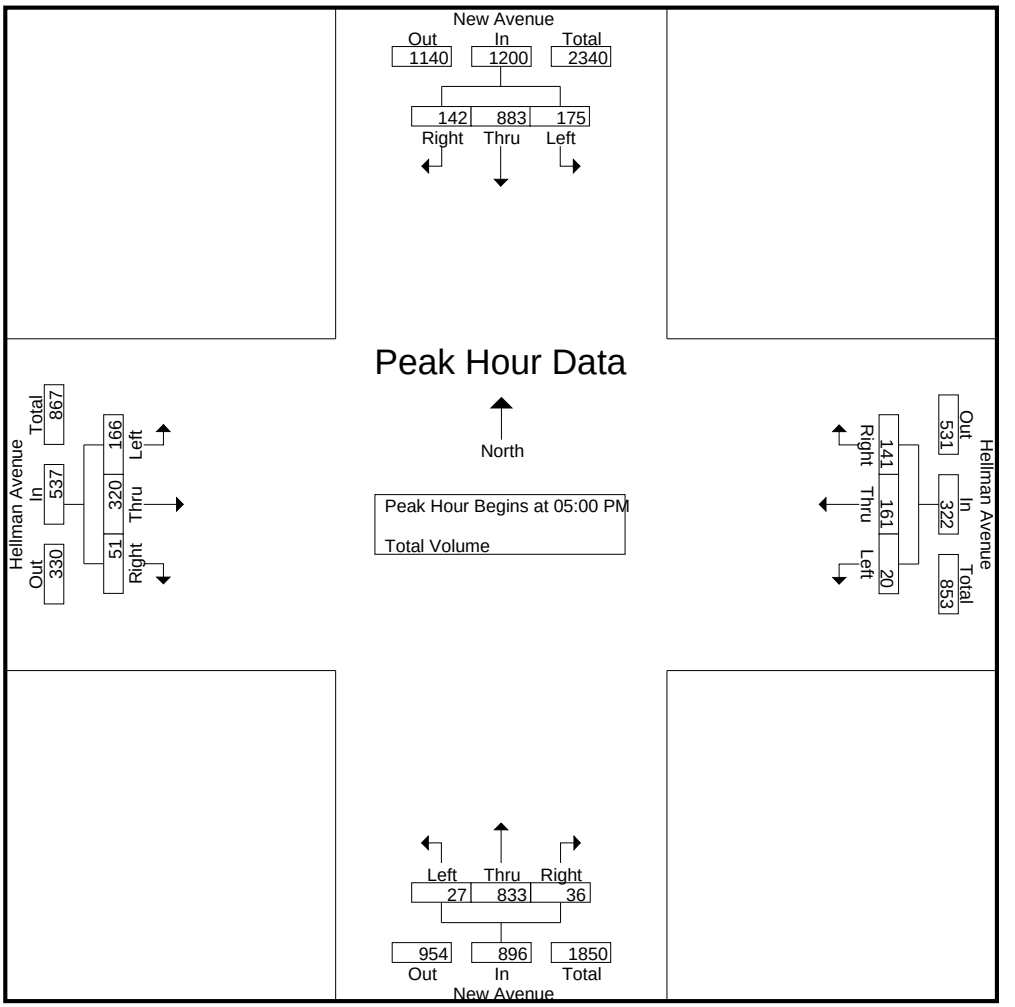
	New Avenue Southbound				Hellman Avenue Westbound				New Avenue Northbound				Hellman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	167	24	219	5	34	22	61	3	146	2	151	38	57	5	100	531
04:15 PM	35	201	38	274	3	36	21	60	6	154	11	171	30	56	12	98	603
04:30 PM	26	157	32	215	5	25	15	45	5	166	6	177	44	90	9	143	580
04:45 PM	43	175	47	265	7	40	33	80	10	187	9	206	31	86	10	127	678
Total	132	700	141	973	20	135	91	246	24	653	28	705	143	289	36	468	2392
05:00 PM	38	187	33	258	2	43	27	72	9	202	7	218	43	70	10	123	671
05:15 PM	50	239	36	325	10	43	45	98	6	219	8	233	45	86	11	142	798
05:30 PM	49	232	36	317	2	37	27	66	4	216	11	231	38	85	20	143	757
05:45 PM	38	225	37	300	6	38	42	86	8	196	10	214	40	79	10	129	729
Total	175	883	142	1200	20	161	141	322	27	833	36	896	166	320	51	537	2955
Grand Total	307	1583	283	2173	40	296	232	568	51	1486	64	1601	309	609	87	1005	5347
Apprch %	14.1	72.8	13		7	52.1	40.8		3.2	92.8	4		30.7	60.6	8.7		
Total %	5.7	29.6	5.3	40.6	0.7	5.5	4.3	10.6	1	27.8	1.2	29.9	5.8	11.4	1.6	18.8	

	New Avenue Southbound				Hellman Avenue Westbound				New Avenue Northbound				Hellman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	38	187	33	258	2	43	27	72	9	202	7	218	43	70	10	123	671
05:15 PM	50	239	36	325	10	43	45	98	6	219	8	233	45	86	11	142	798
05:30 PM	49	232	36	317	2	37	27	66	4	216	11	231	38	85	20	143	757
05:45 PM	38	225	37	300	6	38	42	86	8	196	10	214	40	79	10	129	729
Total Volume	175	883	142	1200	20	161	141	322	27	833	36	896	166	320	51	537	2955
% App. Total	14.6	73.6	11.8		6.2	50	43.8		3	93	4		30.9	59.6	9.5		
PHF	.875	.924	.959	.923	.500	.936	.783	.821	.750	.951	.818	.961	.922	.930	.638	.939	.926

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City of Monterey Park
N/S: New Avenue
E/W: Hellman Avenue
Weather: Clear

File Name : 01_MNP_New_Hellman PM
Site Code : 22119547
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	38	187	33	258	2	43	27	72	9	202	7	218	43	70	10	123
+15 mins.	50	239	36	325	10	43	45	98	6	219	8	233	45	86	11	142
+30 mins.	49	232	36	317	2	37	27	66	4	216	11	231	38	85	20	143
+45 mins.	38	225	37	300	6	38	42	86	8	196	10	214	40	79	10	129
Total Volume	175	883	142	1200	20	161	141	322	27	833	36	896	166	320	51	537
% App. Total	14.6	73.6	11.8		6.2	50	43.8		3	93	4		30.9	59.6	9.5	
PHF	.875	.924	.959	.923	.500	.936	.783	.821	.750	.951	.818	.961	.922	.930	.638	.939

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City of Monterey Park
N/S: New Avenue
E/W: Whitmore Street
Weather: Clear

File Name : 02_MNP_New_Whitmore AM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 1

Groups Printed- Total Volume

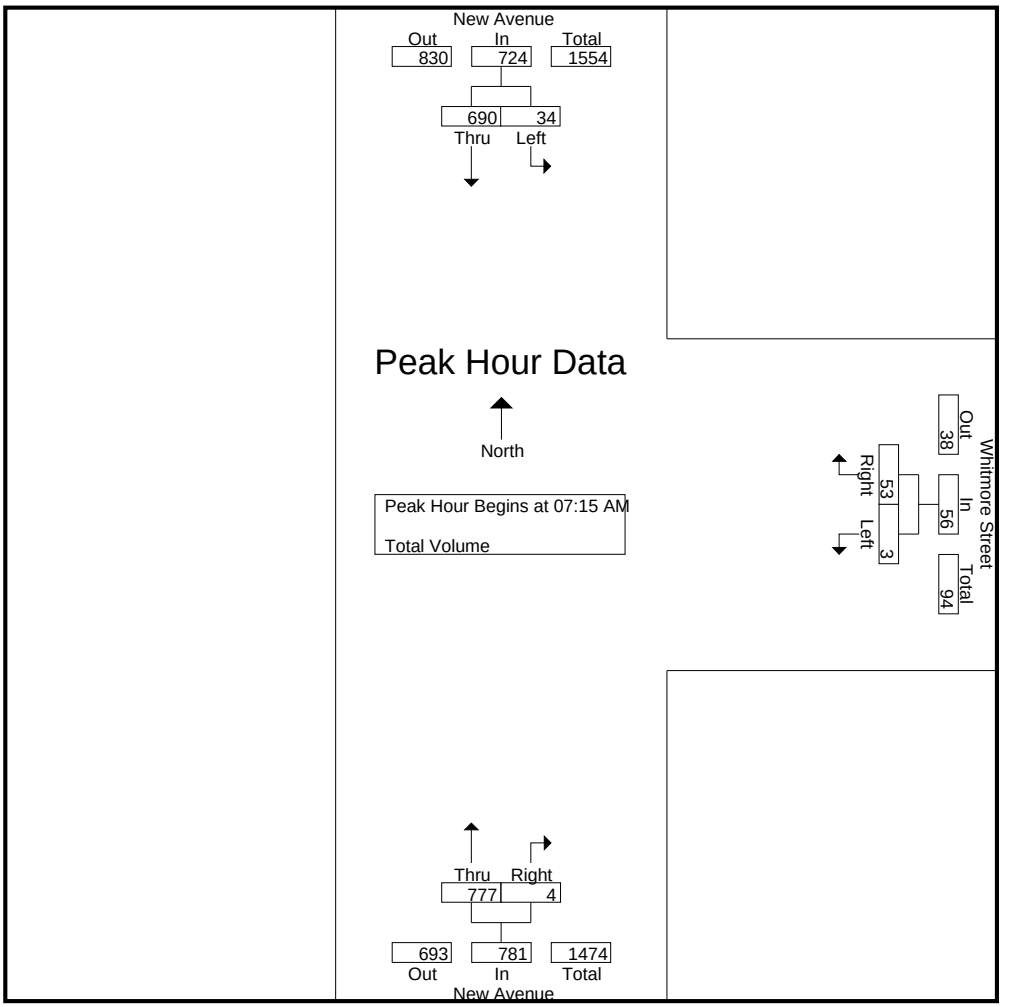
	New Avenue Southbound			Whitmore Street Westbound			New Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	74	79	0	6	6	117	4	121	206
07:15 AM	6	145	151	1	9	10	221	0	221	382
07:30 AM	10	205	215	0	11	11	222	1	223	449
07:45 AM	13	171	184	1	16	17	166	2	168	369
Total	34	595	629	2	42	44	726	7	733	1406
08:00 AM	5	169	174	1	17	18	168	1	169	361
08:15 AM	9	106	115	2	14	16	156	2	158	289
08:30 AM	6	131	137	1	15	16	185	3	188	341
08:45 AM	9	137	146	1	14	15	178	5	183	344
Total	29	543	572	5	60	65	687	11	698	1335
Grand Total	63	1138	1201	7	102	109	1413	18	1431	2741
Apprch %	5.2	94.8		6.4	93.6		98.7	1.3		
Total %	2.3	41.5	43.8	0.3	3.7	4	51.6	0.7	52.2	

	New Avenue Southbound			Whitmore Street Westbound			New Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	145	151	1	9	10	221	0	221	382
07:30 AM	10	205	215	0	11	11	222	1	223	449
07:45 AM	13	171	184	1	16	17	166	2	168	369
08:00 AM	5	169	174	1	17	18	168	1	169	361
Total Volume	34	690	724	3	53	56	777	4	781	1561
% App. Total	4.7	95.3		5.4	94.6		99.5	0.5		
PHF	.654	.841	.842	.750	.779	.778	.875	.500	.876	.869

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City of Monterey Park
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Weather: Clear

File Name : 02_MNP_New_Whitmore AM
Site Code : 22119547
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:15 AM		
+0 mins.	6	145	151	1	16	17	221	0	221
+15 mins.	10	205	215	1	17	18	222	1	223
+30 mins.	13	171	184	2	14	16	166	2	168
+45 mins.	5	169	174	1	15	16	168	1	169
Total Volume	34	690	724	5	62	67	777	4	781
% App. Total	4.7	95.3		7.5	92.5		99.5	0.5	
PHF	.654	.841	.842	.625	.912	.931	.875	.500	.876

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City of Monterey Park
N/S: New Avenue
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Weather: Clear

File Name : 02_MNP_New_Whitmore PM
Site Code : 22119547
Start Date : 8/22/2019
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Groups Printed- Total Volume

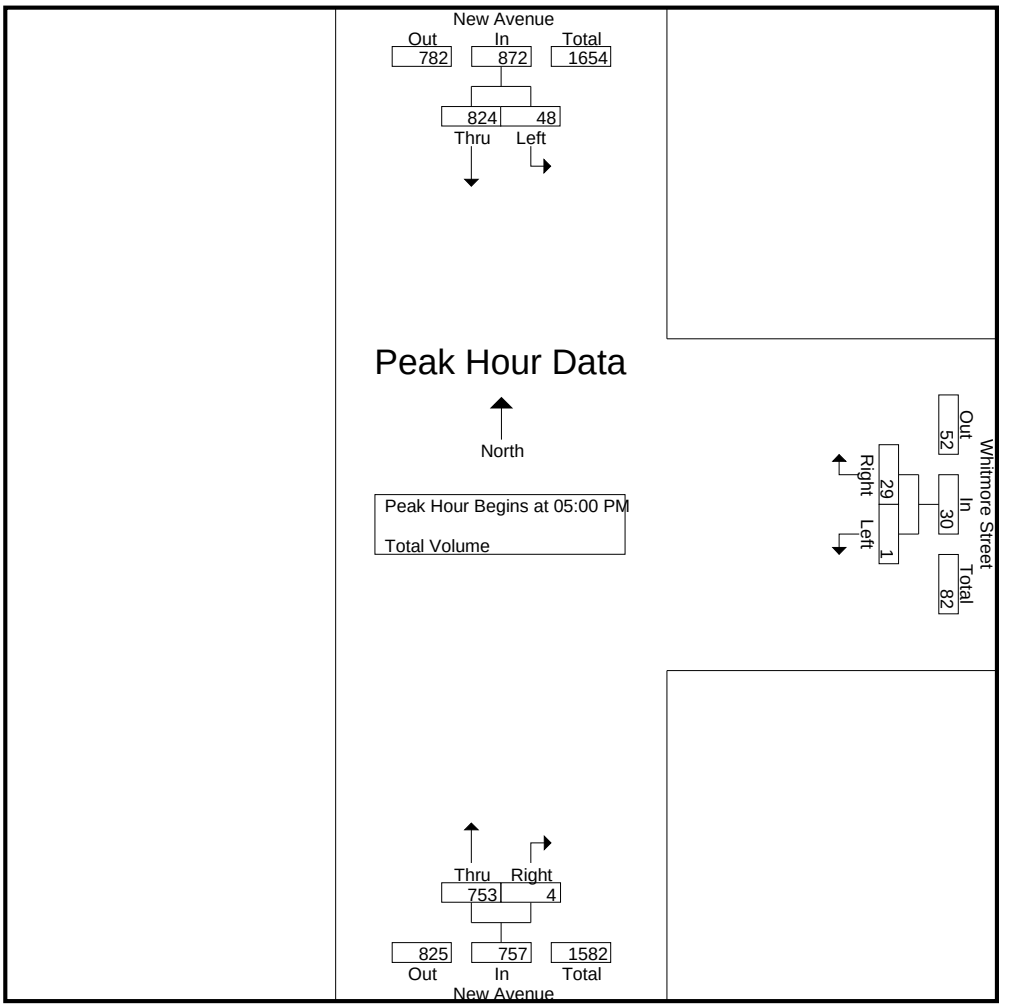
	New Avenue Southbound			Whitmore Street Westbound			New Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	156	160	1	11	12	125	2	127	299
04:15 PM	5	152	157	0	8	8	128	1	129	294
04:30 PM	11	174	185	0	8	8	170	2	172	365
04:45 PM	4	171	175	1	6	7	155	2	157	339
Total	24	653	677	2	33	35	578	7	585	1297
05:00 PM	12	214	226	0	6	6	184	0	184	416
05:15 PM	3	192	195	1	5	6	180	2	182	383
05:30 PM	10	212	222	0	10	10	193	1	194	426
05:45 PM	23	206	229	0	8	8	196	1	197	434
Total	48	824	872	1	29	30	753	4	757	1659
Grand Total	72	1477	1549	3	62	65	1331	11	1342	2956
Apprch %	4.6	95.4		4.6	95.4		99.2	0.8		
Total %	2.4	50	52.4	0.1	2.1	2.2	45	0.4	45.4	

	New Avenue Southbound			Whitmore Street Westbound			New Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	12	214	226	0	6	6	184	0	184	416
05:15 PM	3	192	195	1	5	6	180	2	182	383
05:30 PM	10	212	222	0	10	10	193	1	194	426
05:45 PM	23	206	229	0	8	8	196	1	197	434
Total Volume	48	824	872	1	29	30	753	4	757	1659
% App. Total	5.5	94.5		3.3	96.7		99.5	0.5		
PHF	.522	.963	.952	.250	.725	.750	.960	.500	.961	.956

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City of Monterey Park
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File Name : 02_MNP_New_Whitmore PM
Site Code : 22119547
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			05:00 PM		
+0 mins.	12	214	226	1	11	12	184	0	184
+15 mins.	3	192	195	0	8	8	180	2	182
+30 mins.	10	212	222	0	8	8	193	1	194
+45 mins.	23	206	229	1	6	7	196	1	197
Total Volume	48	824	872	2	33	35	753	4	757
% App. Total	5.5	94.5		5.7	94.3		99.5	0.5	
PHF	.522	.963	.952	.500	.750	.729	.960	.500	.961

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City of Monterey Park
N/S: New Avenue
E/W: Garvey Avenue
Weather: Clear

File Name : 03_MNP_New_Garvey AM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 1

Groups Printed- Total Volume

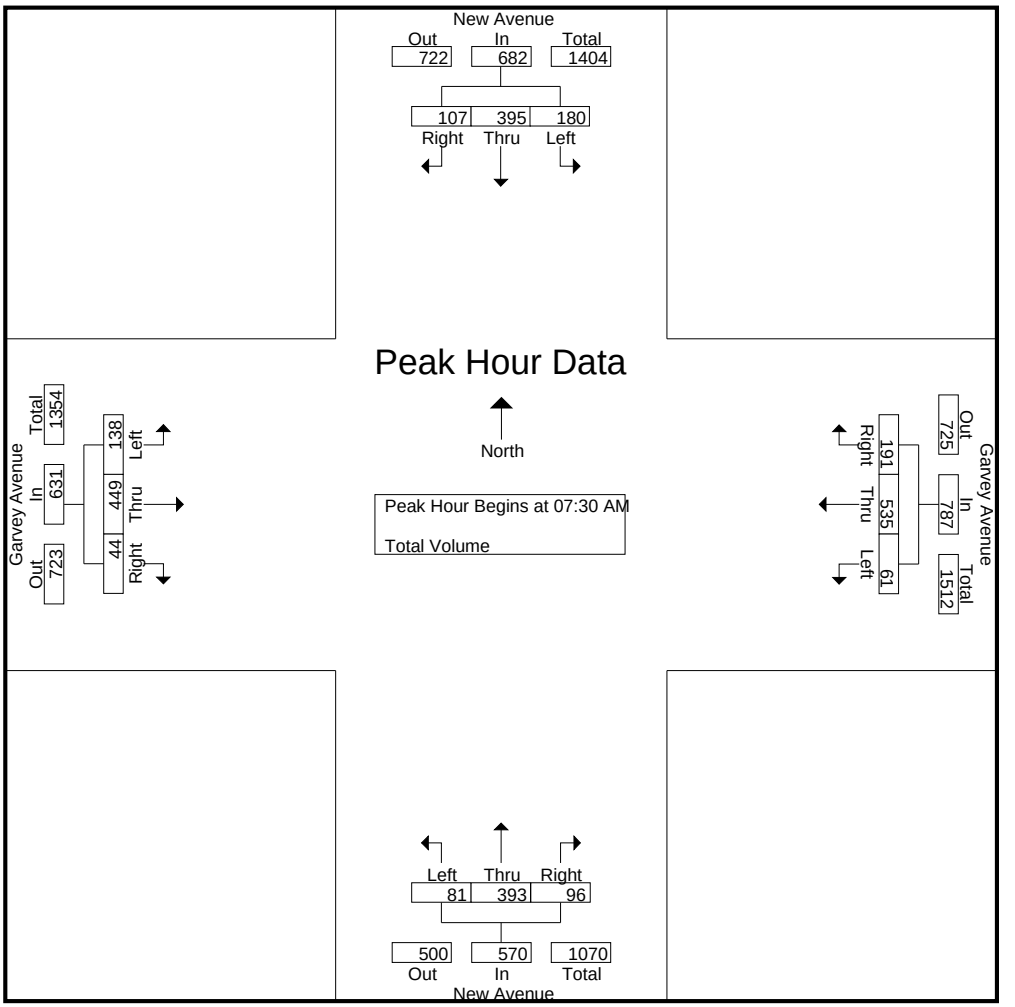
	New Avenue Southbound				Garvey Avenue Westbound				New Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	30	21	71	4	93	31	128	11	84	9	104	11	48	3	62	365
07:15 AM	39	80	26	145	8	113	63	184	18	134	9	161	22	56	4	82	572
07:30 AM	50	128	26	204	16	85	79	180	14	126	14	154	32	91	19	142	680
07:45 AM	54	107	28	189	15	168	33	216	22	101	21	144	27	120	7	154	703
Total	163	345	101	609	43	459	206	708	65	445	53	563	92	315	33	440	2320
08:00 AM	39	93	31	163	20	143	27	190	29	77	24	130	45	122	6	173	656
08:15 AM	37	67	22	126	10	139	52	201	16	89	37	142	34	116	12	162	631
08:30 AM	49	55	27	131	15	172	36	223	23	125	40	188	35	91	11	137	679
08:45 AM	41	61	33	135	19	184	25	228	18	116	32	166	43	86	6	135	664
Total	166	276	113	555	64	638	140	842	86	407	133	626	157	415	35	607	2630
Grand Total	329	621	214	1164	107	1097	346	1550	151	852	186	1189	249	730	68	1047	4950
Apprch %	28.3	53.4	18.4		6.9	70.8	22.3		12.7	71.7	15.6		23.8	69.7	6.5		
Total %	6.6	12.5	4.3	23.5	2.2	22.2	7	31.3	3.1	17.2	3.8	24	5	14.7	1.4	21.2	

	New Avenue Southbound				Garvey Avenue Westbound				New Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	50	128	26	204	16	85	79	180	14	126	14	154	32	91	19	142	680
07:45 AM	54	107	28	189	15	168	33	216	22	101	21	144	27	120	7	154	703
08:00 AM	39	93	31	163	20	143	27	190	29	77	24	130	45	122	6	173	656
08:15 AM	37	67	22	126	10	139	52	201	16	89	37	142	34	116	12	162	631
Total Volume	180	395	107	682	61	535	191	787	81	393	96	570	138	449	44	631	2670
% App. Total	26.4	57.9	15.7		7.8	68	24.3		14.2	68.9	16.8		21.9	71.2	7		
PHF	.833	.771	.863	.836	.763	.796	.604	.911	.698	.780	.649	.925	.767	.920	.579	.912	.950

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City of Monterey Park
N/S: New Avenue
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	39	80	26	145	20	143	27	190	29	77	24	130	32	91	19	142
+15 mins.	50	128	26	204	10	139	52	201	16	89	37	142	27	120	7	154
+30 mins.	54	107	28	189	15	172	36	223	23	125	40	188	45	122	6	173
+45 mins.	39	93	31	163	19	184	25	228	18	116	32	166	34	116	12	162
Total Volume	182	408	111	701	64	638	140	842	86	407	133	626	138	449	44	631
% App. Total	26	58.2	15.8		7.6	75.8	16.6		13.7	65	21.2		21.9	71.2	7	
PHF	.843	.797	.895	.859	.800	.867	.673	.923	.741	.814	.831	.832	.767	.920	.579	.912

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City of Monterey Park
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File Name : 03_MNP_New_Garvey PM
Site Code : 22119547
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Groups Printed- Total Volume

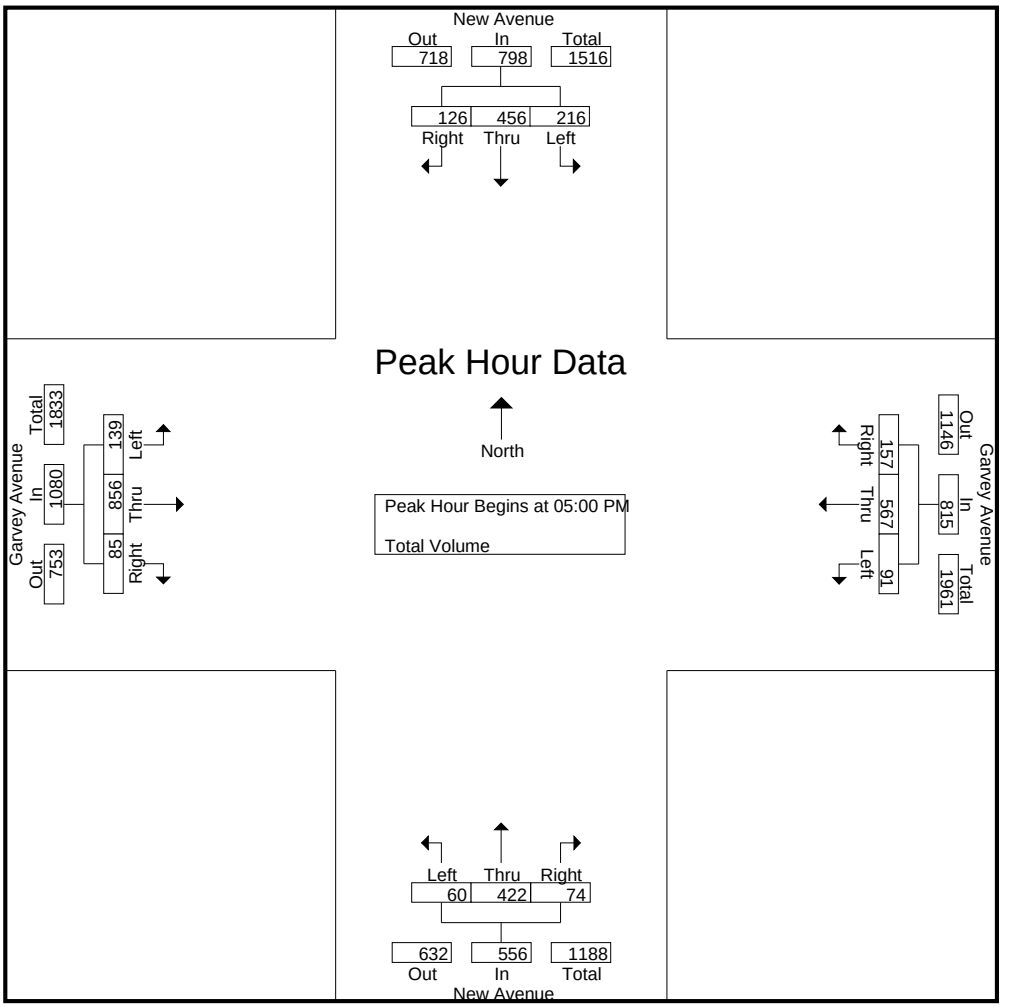
	New Avenue Southbound				Garvey Avenue Westbound				New Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	86	27	154	17	130	33	180	9	65	19	93	34	180	11	225	652
04:15 PM	50	89	27	166	8	134	22	164	9	78	21	108	24	155	14	193	631
04:30 PM	46	83	29	158	21	108	45	174	11	92	23	126	27	204	16	247	705
04:45 PM	54	85	34	173	17	134	40	191	7	87	21	115	25	218	14	257	736
Total	191	343	117	651	63	506	140	709	36	322	84	442	110	757	55	922	2724
05:00 PM	42	116	31	189	12	122	37	171	10	105	18	133	32	177	30	239	732
05:15 PM	47	126	36	209	17	154	43	214	14	114	15	143	36	219	18	273	839
05:30 PM	62	110	32	204	15	148	35	198	19	104	28	151	36	241	21	298	851
05:45 PM	65	104	27	196	47	143	42	232	17	99	13	129	35	219	16	270	827
Total	216	456	126	798	91	567	157	815	60	422	74	556	139	856	85	1080	3249
Grand Total	407	799	243	1449	154	1073	297	1524	96	744	158	998	249	1613	140	2002	5973
Apprch %	28.1	55.1	16.8		10.1	70.4	19.5		9.6	74.5	15.8		12.4	80.6	7		
Total %	6.8	13.4	4.1	24.3	2.6	18	5	25.5	1.6	12.5	2.6	16.7	4.2	27	2.3	33.5	

	New Avenue Southbound				Garvey Avenue Westbound				New Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	42	116	31	189	12	122	37	171	10	105	18	133	32	177	30	239	732
05:15 PM	47	126	36	209	17	154	43	214	14	114	15	143	36	219	18	273	839
05:30 PM	62	110	32	204	15	148	35	198	19	104	28	151	36	241	21	298	851
05:45 PM	65	104	27	196	47	143	42	232	17	99	13	129	35	219	16	270	827
Total Volume	216	456	126	798	91	567	157	815	60	422	74	556	139	856	85	1080	3249
% App. Total	27.1	57.1	15.8		11.2	69.6	19.3		10.8	75.9	13.3		12.9	79.3	7.9		
PHF	.831	.905	.875	.955	.484	.920	.913	.878	.789	.925	.661	.921	.965	.888	.708	.906	.954

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Site Code : 22119547
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	42	116	31	189	12	122	37	171	10	105	18	133	32	177	30	239
+15 mins.	47	126	36	209	17	154	43	214	14	114	15	143	36	219	18	273
+30 mins.	62	110	32	204	15	148	35	198	19	104	28	151	36	241	21	298
+45 mins.	65	104	27	196	47	143	42	232	17	99	13	129	35	219	16	270
Total Volume	216	456	126	798	91	567	157	815	60	422	74	556	139	856	85	1080
% App. Total	27.1	57.1	15.8		11.2	69.6	19.3		10.8	75.9	13.3		12.9	79.3	7.9	
PHF	.831	.905	.875	.955	.484	.920	.913	.878	.789	.925	.661	.921	.965	.888	.708	.906

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Monterey Park
N/S: New Avenue
E/W: Emerson Avenue
Weather: Clear

File Name : 04_MNP_New_Emerson AM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 1

Groups Printed- Total Volume

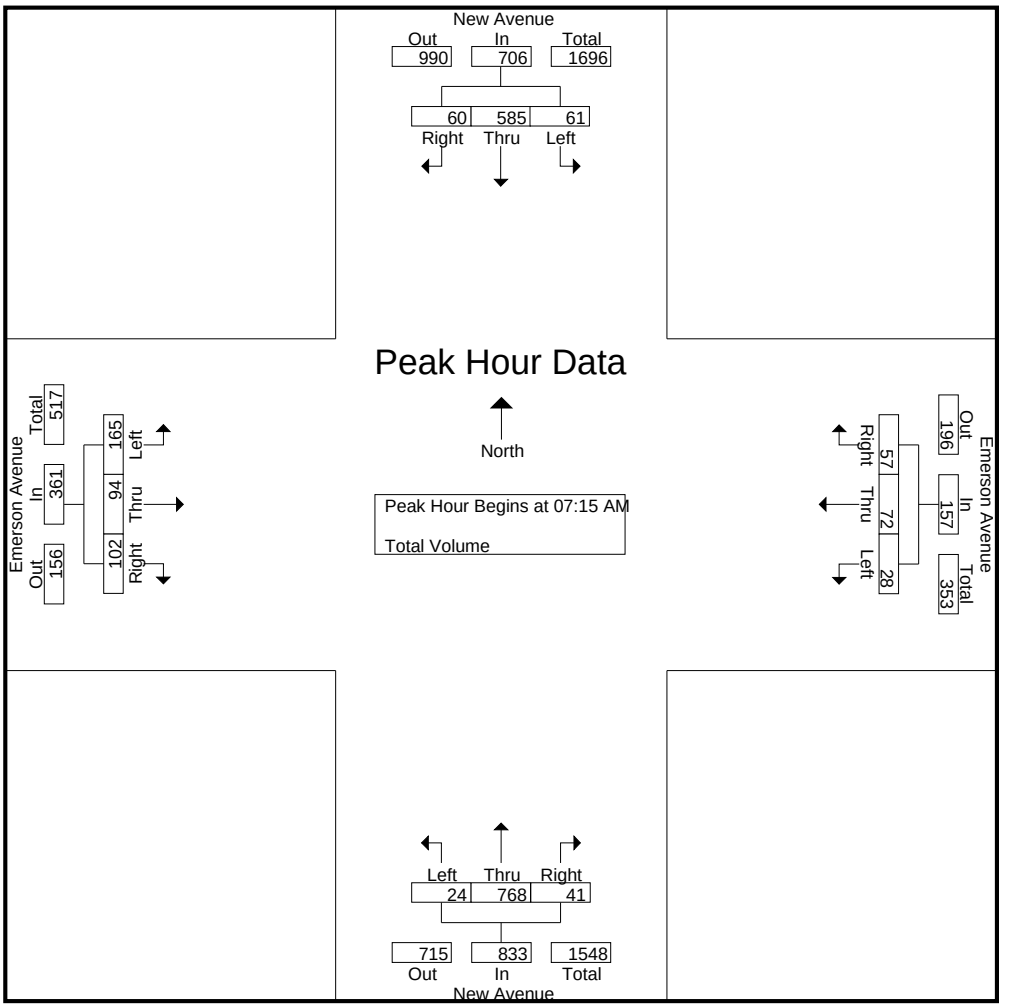
	New Avenue Southbound				Emerson Avenue Westbound				New Avenue Northbound				Emerson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	62	7	79	1	6	9	16	1	122	3	126	20	4	7	31	252
07:15 AM	6	120	16	142	3	22	15	40	7	227	1	235	44	21	25	90	507
07:30 AM	19	175	12	206	5	26	23	54	8	209	11	228	63	38	35	136	624
07:45 AM	18	142	18	178	12	15	10	37	3	161	8	172	27	21	23	71	458
Total	53	499	53	605	21	69	57	147	19	719	23	761	154	84	90	328	1841
08:00 AM	18	148	14	180	8	9	9	26	6	171	21	198	31	14	19	64	468
08:15 AM	6	91	23	120	4	13	21	38	6	153	6	165	29	11	11	51	374
08:30 AM	9	112	12	133	6	18	20	44	3	198	5	206	28	11	10	49	432
08:45 AM	4	134	21	159	8	33	18	59	2	199	4	205	34	17	12	63	486
Total	37	485	70	592	26	73	68	167	17	721	36	774	122	53	52	227	1760
Grand Total	90	984	123	1197	47	142	125	314	36	1440	59	1535	276	137	142	555	3601
Apprch %	7.5	82.2	10.3		15	45.2	39.8		2.3	93.8	3.8		49.7	24.7	25.6		
Total %	2.5	27.3	3.4	33.2	1.3	3.9	3.5	8.7	1	40	1.6	42.6	7.7	3.8	3.9	15.4	

	New Avenue Southbound				Emerson Avenue Westbound				New Avenue Northbound				Emerson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	120	16	142	3	22	15	40	7	227	1	235	44	21	25	90	507
07:30 AM	19	175	12	206	5	26	23	54	8	209	11	228	63	38	35	136	624
07:45 AM	18	142	18	178	12	15	10	37	3	161	8	172	27	21	23	71	458
08:00 AM	18	148	14	180	8	9	9	26	6	171	21	198	31	14	19	64	468
Total Volume	61	585	60	706	28	72	57	157	24	768	41	833	165	94	102	361	2057
% App. Total	8.6	82.9	8.5		17.8	45.9	36.3		2.9	92.2	4.9		45.7	26	28.3		
PHF	.803	.836	.833	.857	.583	.692	.620	.727	.750	.846	.488	.886	.655	.618	.729	.664	.824

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City of Monterey Park
N/S: New Avenue
E/W: Emerson Avenue
Weather: Clear

File Name : 04_MNP_New_Emerson AM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:15 AM				07:15 AM			
+0 mins.	6	120	16	142	8	9	9	26	7	227	1	235	44	21	25	90
+15 mins.	19	175	12	206	4	13	21	38	8	209	11	228	63	38	35	136
+30 mins.	18	142	18	178	6	18	20	44	3	161	8	172	27	21	23	71
+45 mins.	18	148	14	180	8	33	18	59	6	171	21	198	31	14	19	64
Total Volume	61	585	60	706	26	73	68	167	24	768	41	833	165	94	102	361
% App. Total	8.6	82.9	8.5		15.6	43.7	40.7		2.9	92.2	4.9		45.7	26	28.3	
PHF	.803	.836	.833	.857	.813	.553	.810	.708	.750	.846	.488	.886	.655	.618	.729	.664

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City of Monterey Park
N/S: New Avenue
E/W: Emerson Avenue
Weather: Clear

File Name : 04_MNP_New_Emerson PM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 1

Groups Printed- Total Volume

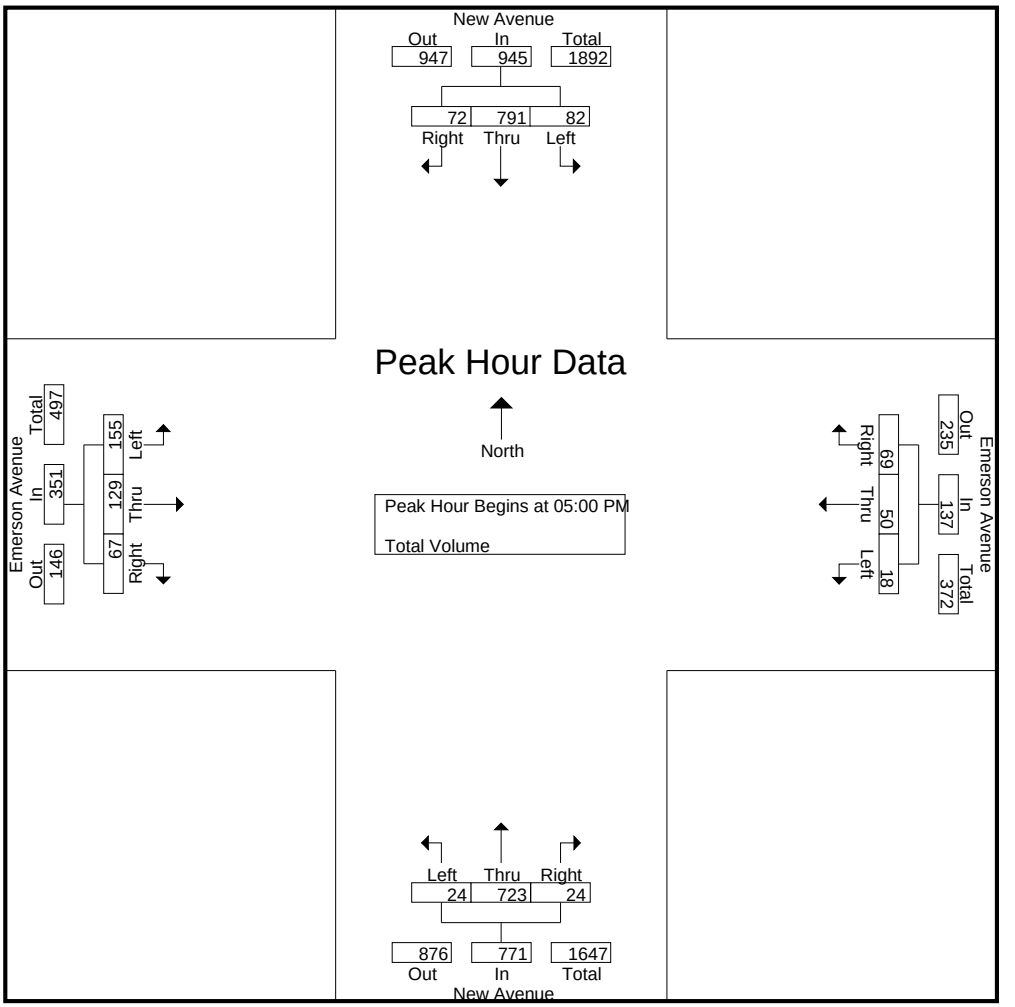
	New Avenue Southbound				Emerson Avenue Westbound				New Avenue Northbound				Emerson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	147	17	185	5	9	3	17	6	128	3	137	30	19	11	60	399
04:15 PM	16	142	18	176	3	14	11	28	4	124	6	134	22	22	11	55	393
04:30 PM	9	167	18	194	4	11	14	29	6	163	9	178	28	26	10	64	465
04:45 PM	15	143	19	177	6	12	12	30	4	163	3	170	39	24	18	81	458
Total	61	599	72	732	18	46	40	104	20	578	21	619	119	91	50	260	1715
05:00 PM	16	202	13	231	2	14	14	30	3	175	8	186	39	27	17	83	530
05:15 PM	24	185	18	227	5	9	19	33	5	187	7	199	37	27	16	80	539
05:30 PM	25	196	17	238	6	15	18	39	11	169	5	185	49	39	12	100	562
05:45 PM	17	208	24	249	5	12	18	35	5	192	4	201	30	36	22	88	573
Total	82	791	72	945	18	50	69	137	24	723	24	771	155	129	67	351	2204
Grand Total	143	1390	144	1677	36	96	109	241	44	1301	45	1390	274	220	117	611	3919
Apprch %	8.5	82.9	8.6		14.9	39.8	45.2		3.2	93.6	3.2		44.8	36	19.1		
Total %	3.6	35.5	3.7	42.8	0.9	2.4	2.8	6.1	1.1	33.2	1.1	35.5	7	5.6	3	15.6	

	New Avenue Southbound				Emerson Avenue Westbound				New Avenue Northbound				Emerson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	202	13	231	2	14	14	30	3	175	8	186	39	27	17	83	530
05:15 PM	24	185	18	227	5	9	19	33	5	187	7	199	37	27	16	80	539
05:30 PM	25	196	17	238	6	15	18	39	11	169	5	185	49	39	12	100	562
05:45 PM	17	208	24	249	5	12	18	35	5	192	4	201	30	36	22	88	573
Total Volume	82	791	72	945	18	50	69	137	24	723	24	771	155	129	67	351	2204
% App. Total	8.7	83.7	7.6		13.1	36.5	50.4		3.1	93.8	3.1		44.2	36.8	19.1		
PHF	.820	.951	.750	.949	.750	.833	.908	.878	.545	.941	.750	.959	.791	.827	.761	.878	.962

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City of Monterey Park
N/S: New Avenue
E/W: Emerson Avenue
Weather: Clear

File Name : 04_MNP_New_Emerson PM
Site Code : 22119547
Start Date : 8/22/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	16	202	13	231	2	14	14	30	3	175	8	186	39	27	17	83
+15 mins.	24	185	18	227	5	9	19	33	5	187	7	199	37	27	16	80
+30 mins.	25	196	17	238	6	15	18	39	11	169	5	185	49	39	12	100
+45 mins.	17	208	24	249	5	12	18	35	5	192	4	201	30	36	22	88
Total Volume	82	791	72	945	18	50	69	137	24	723	24	771	155	129	67	351
% App. Total	8.7	83.7	7.6		13.1	36.5	50.4		3.1	93.8	3.1		44.2	36.8	19.1	
PHF	.820	.951	.750	.949	.750	.833	.908	.878	.545	.941	.750	.959	.791	.827	.761	.878

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PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Monterey Park
New Avenue
N/ Whitmore Street
24 Hour Directional Volume Count

MNP003
Site Code: 221-19547

Start Time	22-Aug-19 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		15	132			30	129				
12:15		17	155			36	155				
12:30		27	113			38	133				
12:45		20	138	79	538	21	135	125	552	204	1090
01:00		11	140			28	160				
01:15		8	109			20	151				
01:30		8	147			19	152				
01:45		8	120	35	516	15	174	82	637	117	1153
02:00		9	144			19	190				
02:15		6	144			8	168				
02:30		12	162			13	153				
02:45		10	184	37	634	10	194	50	705	87	1339
03:00		6	152			7	185				
03:15		7	157			7	205				
03:30		10	129			7	187				
03:45		6	134	29	572	11	173	32	750	61	1322
04:00		12	136			6	160				
04:15		21	136			12	157				
04:30		20	178			10	185				
04:45		28	161	81	611	10	175	38	677	119	1288
05:00		26	190			12	**226**				
05:15		35	185			11	**195**				
05:30		48	**203**			16	**222**				
05:45		31	**204**	140	782	24	**229**	63	872	203	1654
06:00		33	**187**			27	206				
06:15		55	**203**			46	195				
06:30		82	126			57	183				
06:45		68	185	238	701	60	173	190	757	428	1458
07:00		123	164			84	160				
07:15		210	104			**131**	176				
07:30		133	118			**165**	137				
07:45		182	109	648	495	**194**	135	574	608	1222	1103
08:00		165	119			**164**	115				
08:15		**170**	95			115	149				
08:30		**201**	102			147	138				
08:45		**177**	88	713	404	146	137	572	539	1285	943
09:00		**178**	92			146	125				
09:15		119	72			76	112				
09:30		160	84			171	110				
09:45		157	82	614	330	143	112	536	459	1150	789
10:00		139	84			147	117				
10:15		127	54			147	103				
10:30		147	55			162	95				
10:45		159	42	572	235	139	78	595	393	1167	628
11:00		119	42			124	66				
11:15		135	42			149	52				
11:30		113	33			145	52				
11:45		148	25	515	142	167	38	585	208	1100	350
Total		3701	5960	3701	5960	3442	7157	3442	7157	7143	13117
Combined Total		9661		9661		10599		10599		20260	
AM Peak	-	08:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	726	-	-	-	654	-	-	-	-	-
P.H.F.		0.903				0.843					
PM Peak	-	-	05:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	797	-	-	-	872	-	-	-	-
P.H.F.			0.977				0.952				
Percentage		38.3%	61.7%			32.5%	67.5%				
ADT/AADT		ADT 20,260		AADT 20,260							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Monterey Park
New Avenue
S/ Whitmore Street
24 Hour Directional Volume Count

MNP002
Site Code: 221-19547

Start Time	22-Aug-19 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	125			29	124				
12:15		16	150			36	151				
12:30		26	111			37	132				
12:45		21	133	80	519	20	133	122	540	202	1059
01:00		11	141			26	155				
01:15		8	105			19	146				
01:30		8	144			18	144				
01:45		6	116	33	506	14	168	77	613	110	1119
02:00		9	138			17	182				
02:15		5	142			8	162				
02:30		12	146			12	144				
02:45		9	174	35	600	7	189	44	677	79	1277
03:00		6	148			6	175				
03:15		7	148			7	196				
03:30		10	128			7	177				
03:45		5	133	28	557	8	163	28	711	56	1268
04:00		12	127			7	157				
04:15		21	129			11	152				
04:30		20	172			9	174				
04:45		27	157	80	585	7	172	34	655	114	1240
05:00		24	184			11	**214**				
05:15		35	182			9	**193**				
05:30		46	**194**			15	**212**				
05:45		29	**197**	134	757	22	**206**	57	825	191	1582
06:00		32	**183**			25	196				
06:15		54	**194**			41	189				
06:30		77	126			54	175				
06:45		64	183	227	686	56	165	176	725	403	1411
07:00		121	162			79	156				
07:15		201	100			**126**	164				
07:30		123	117			**155**	132				
07:45		168	105	613	484	**182**	131	542	583	1155	1067
08:00		149	113			**160**	112				
08:15		**158**	95			108	140				
08:30		**188**	96			142	126				
08:45		**168**	86	663	390	138	128	548	506	1211	896
09:00		**162**	89			145	117				
09:15		113	67			73	102				
09:30		156	78			167	106				
09:45		150	78	581	312	132	107	517	432	1098	744
10:00		134	82			136	113				
10:15		121	50			141	97				
10:30		141	52			155	90				
10:45		150	42	546	226	132	74	564	374	1110	600
11:00		117	41			114	61				
11:15		132	43			139	48				
11:30		109	33			140	49				
11:45		149	24	507	141	158	36	551	194	1058	335
Total		3527	5763	3527	5763	3260	6835	3260	6835	6787	12598
Combined Total		9290		9290		10095		10095		19385	
AM Peak	-	08:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	676	-	-	-	623	-	-	-	-	-
P.H.F.		0.899				0.856					
PM Peak	-	-	05:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	768	-	-	-	825	-	-	-	-
P.H.F.			0.975				0.964				
Percentage		38.0%	62.0%			32.3%	67.7%				
ADT/AADT		ADT 19,385		AADT 19,385							

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Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Monterey Park
Whitmore Street
E/ New Avenue
24 Hour Directional Volume Count

MNP001
Site Code: 221-19547

Start Time	22-Aug-19 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	8			1	10				
12:15		0	9			1	11				
12:30		1	3			1	4				
12:45		2	2	7	22	0	5	3	30	10	52
01:00		2	7			0	2				
01:15		1	8			0	6				
01:30		2	11			1	6				
01:45		1	7	6	33	2	6	3	20	9	53
02:00		2	10			0	8				
02:15		0	9			1	6				
02:30		1	13			0	**20**				
02:45		3	9	6	41	1	**15**	2	49	8	90
03:00		1	12			0	**6**				
03:15		0	12			0	**12**				
03:30		0	10			0	1				
03:45		3	12	4	46	1	3	1	22	5	68
04:00		0	6			1	12				
04:15		1	6			0	8				
04:30		1	13			0	8				
04:45		3	6	5	31	1	7	2	35	7	66
05:00		1	12			2	6				
05:15		3	5			1	6				
05:30		2	11			3	10				
05:45		2	**24**	8	52	2	8	8	30	16	82
06:00		3	**12**			2	6				
06:15		5	**7**			1	10				
06:30		3	**12**			5	4				
06:45		7	13	18	44	7	7	15	27	33	71
07:00		9	9			6	7				
07:15		6	14			10	6				
07:30		11	7			11	3				
07:45		15	4	41	34	**17**	4	44	20	85	54
08:00		6	6			**18**	9				
08:15		11	14			**16**	5				
08:30		9	14			**16**	8				
08:45		14	12	40	46	15	5	65	27	105	73
09:00		5	9			20	4				
09:15		4	10			7	5				
09:30		4	6			4	8				
09:45		12	6	25	31	8	5	39	22	64	53
10:00		12	6			6	4				
10:15		7	8			7	6				
10:30		**9**	8			8	6				
10:45		**9**	5	37	27	9	1	30	17	67	44
11:00		**13**	7			5	3				
11:15		**15**	6			8	1				
11:30		5	4			4	1				
11:45		12	3	45	20	2	2	19	7	64	27
Total		242	427	242	427	231	306	231	306	473	733
Combined Total		669		669		537		537		1206	
AM Peak	-	10:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	46	-	-	-	67	-	-	-	-	-
P.H.F.		0.767				0.931					
PM Peak	-	-	05:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	55	-	-	-	53	-	-	-	-
P.H.F.			0.573				0.663				
Percentage		36.2%	63.8%			43.0%	57.0%				
ADT/AADT		ADT 1,206		AADT 1,206							

Appendix C.
Intersection Volumes, Delay, and LOS Calculation Outputs, Existing Conditions

Appendices

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66 Unit Residential Development

Vistro File: Y:\...\Vistro CMP04.vistro
Report File: Y:\...\Existing AM.pdf

Scenario 1 E AM
9/26/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	New Avenue at Hellman Avenue	Signalized	ICU 1	NB Thru	0.963	-	E
2	New Avenue and Emerson Place	Signalized	ICU 1	NB Thru	0.676	-	B
3	New Avenue at Whitmore Street	Two-way stop	HCM 6th Edition	WB Left	0.036	51.5	F
4	New Avenue and Garvey Avenue	Signalized	ICU 1	WB Thru	0.708	-	C
5	New Driveway at Whitmore	Two-way stop	HCM 6th Edition		0.000	0.0	
6	New Av at Driveway 2	Two-way stop	HCM 6th Edition		0.000	0.0	
7	New Ave at Driveway 1	Two-way stop	HCM 6th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	78	910	30	123	566	225	143	123	85	36	184	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	910	30	123	566	225	143	123	85	36	184	264
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	265	9	36	165	66	42	36	25	10	54	77
Total Analysis Volume [veh/h]	91	1061	35	143	660	262	167	143	99	42	214	308
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.34	0.34	0.09	0.29	0.29	0.10	0.15	0.15	0.03	0.33	0.33
Intersection LOS	E											
Intersection V/C	0.963											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	768	41	61	585	60	165	94	102	28	72	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	768	41	61	585	60	165	94	102	28	72	57
Peak Hour Factor	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	233	12	19	177	18	50	29	31	8	22	17
Total Analysis Volume [veh/h]	29	932	50	74	710	73	200	114	124	34	87	69
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.31	0.31	0.05	0.24	0.24	0.13	0.15	0.15	0.02	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	51.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	777	4	34	690	3	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	777	4	34	690	3	53
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	224	1	10	199	1	15
Total Analysis Volume [veh/h]	894	5	39	794	3	61
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.05	0.01	0.04	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	10.02	0.00	51.53	18.95
Movement LOS	A	A	B	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.16	0.80	0.80
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.07	4.07	20.12	20.12
d_A, Approach Delay [s/veh]	0.00		0.47		20.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.95					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	81	393	96	180	395	107	138	449	44	61	535	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	393	96	180	395	107	138	449	44	61	535	191
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	103	25	47	104	28	36	118	12	16	141	50
Total Analysis Volume [veh/h]	85	414	101	189	416	113	145	473	46	64	563	201
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.12	0.17	0.17	0.09	0.16	0.16	0.04	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.708											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.42		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

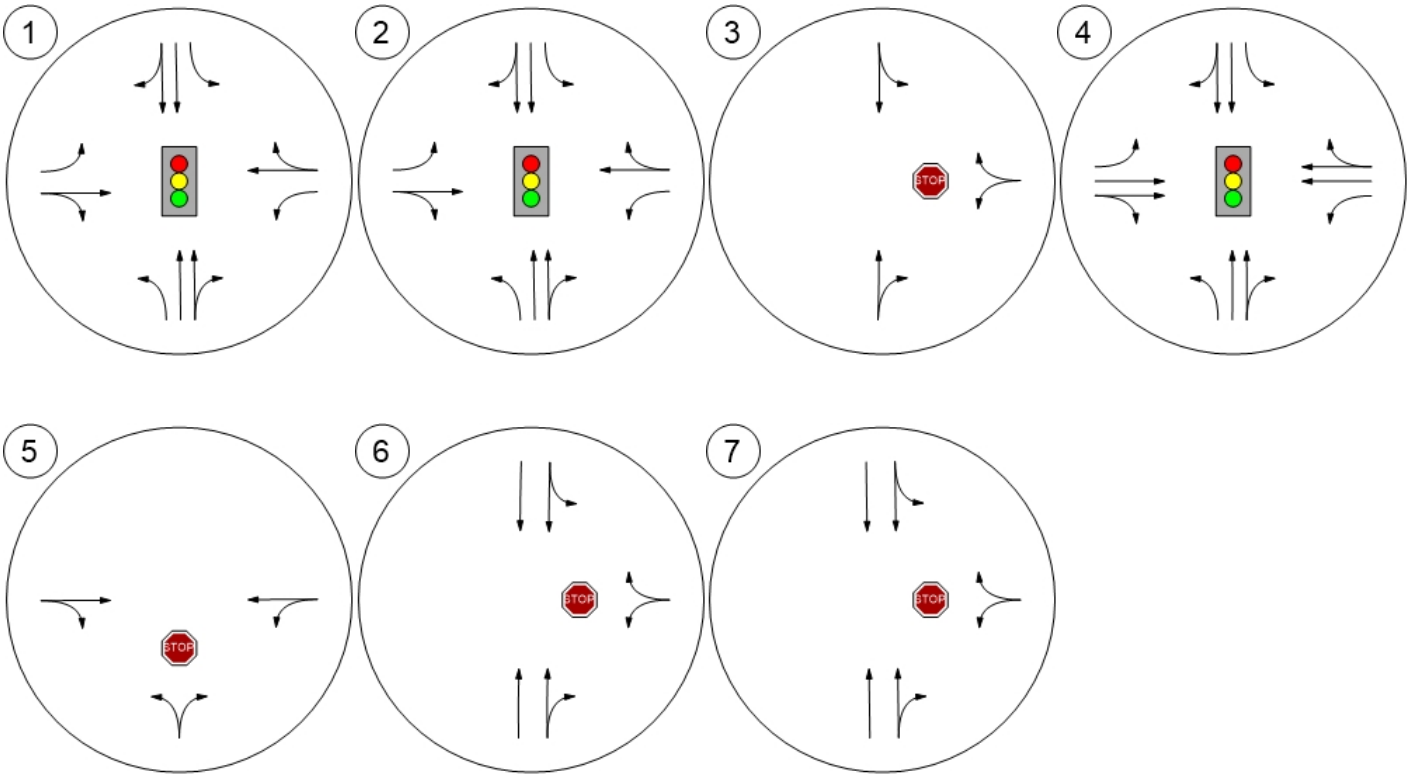
V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Study Intersections



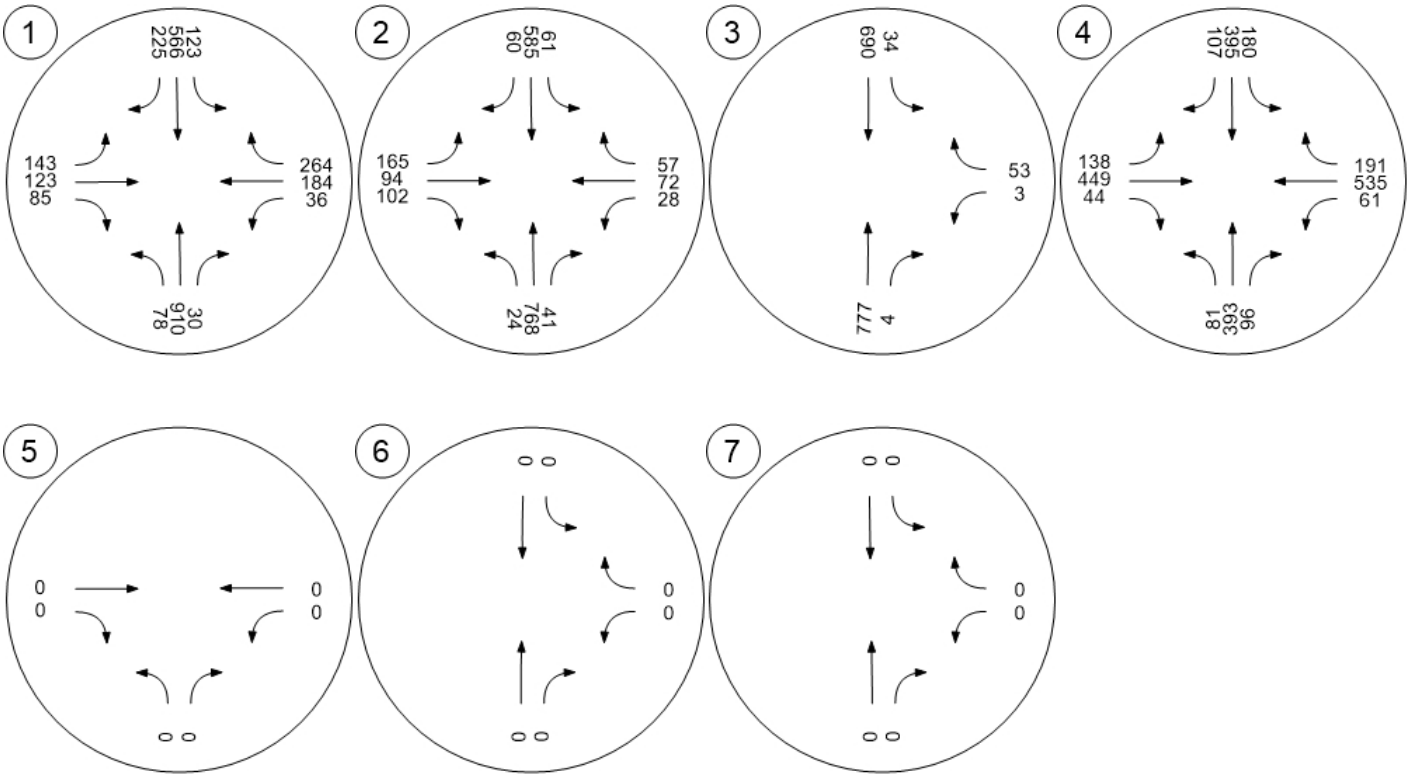
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





66 Unit Residential Development

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Report File: Y:\...\Existing PM.pdf

Scenario 2 E PM
9/26/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	New Avenue at Hellman Avenue	Signalized	ICU 1	SB Thru	0.827	-	D
2	New Avenue and Emerson Place	Signalized	ICU 1	SB Thru	0.574	-	A
3	New Avenue at Whitmore Street	Two-way stop	HCM 6th Edition	WB Left	0.012	49.3	E
4	New Avenue and Garvey Avenue	Signalized	ICU 1	EB Thru	0.771	-	C
5	New Driveway at Whitmore	Two-way stop	HCM 6th Edition		0.000	0.0	
6	New Av at Driveway 2	Two-way stop	HCM 6th Edition		0.000	0.0	
7	New Ave at Driveway 1	Two-way stop	HCM 6th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	27	833	36	175	883	142	166	320	51	20	161	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	833	36	175	883	142	166	320	51	20	161	141
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	225	10	47	238	38	45	86	14	5	43	38
Total Analysis Volume [veh/h]	29	900	39	189	954	153	179	346	55	22	174	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.29	0.29	0.12	0.35	0.35	0.11	0.25	0.25	0.01	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.827											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	723	24	82	791	72	155	129	67	18	50	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	723	24	82	791	72	155	129	67	18	50	69
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	188	6	21	206	19	40	34	17	5	13	18
Total Analysis Volume [veh/h]	25	752	25	85	822	75	161	134	70	19	52	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.24	0.24	0.05	0.28	0.28	0.10	0.13	0.13	0.01	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.574											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	49.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	753	4	48	824	1	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	753	4	48	824	1	29
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	1	13	215	0	8
Total Analysis Volume [veh/h]	788	4	50	862	1	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.06	0.01	0.01	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	9.62	0.00	49.32	15.23
Movement LOS	A	A	A	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.19	0.19	0.29	0.29
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.81	4.81	7.27	7.27
d_A, Approach Delay [s/veh]	0.00		0.53		16.33	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	60	422	74	216	456	126	139	856	85	91	567	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	422	74	216	456	126	139	856	85	91	567	157
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	111	19	57	119	33	36	224	22	24	149	41
Total Analysis Volume [veh/h]	63	442	78	226	478	132	146	897	89	95	594	165
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.14	0.19	0.19	0.09	0.31	0.31	0.06	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.771											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.42		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

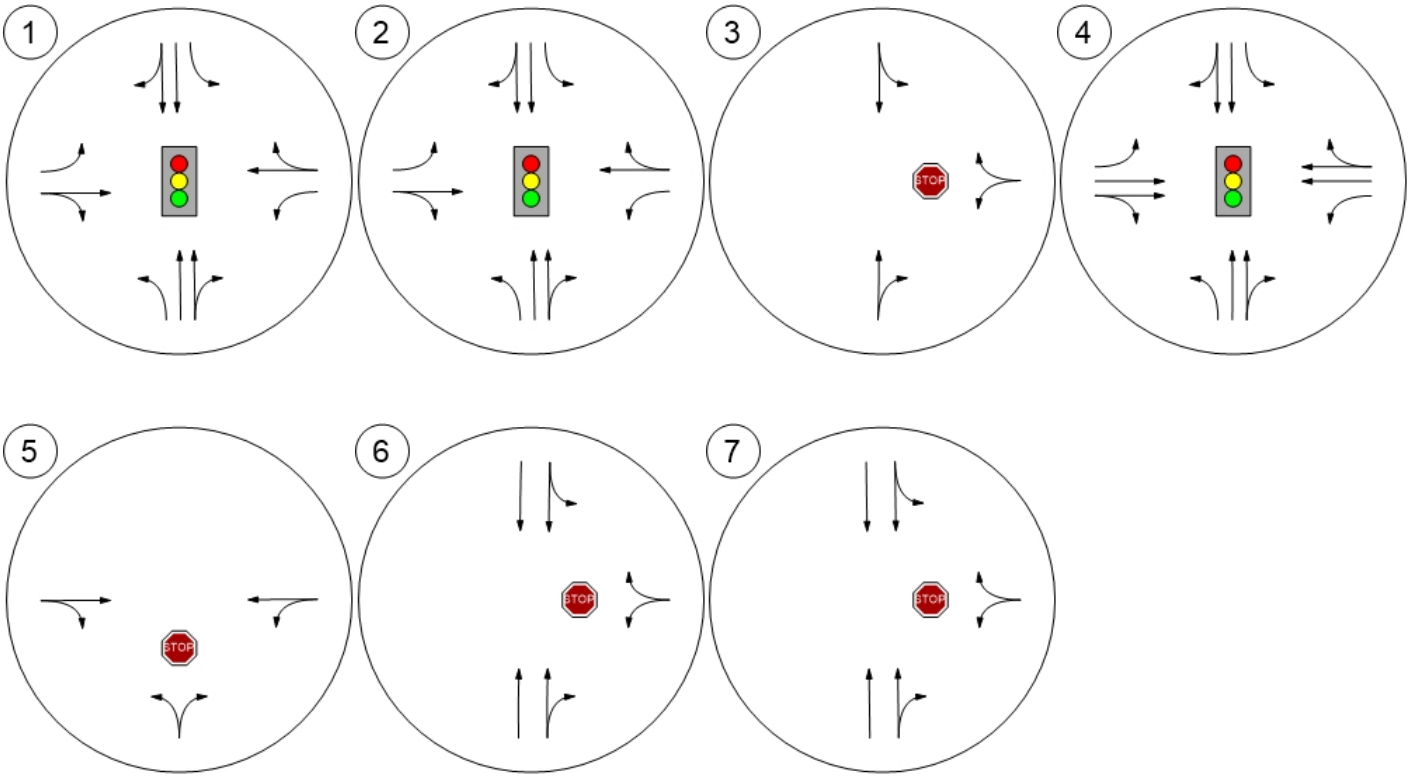
V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Study Intersections



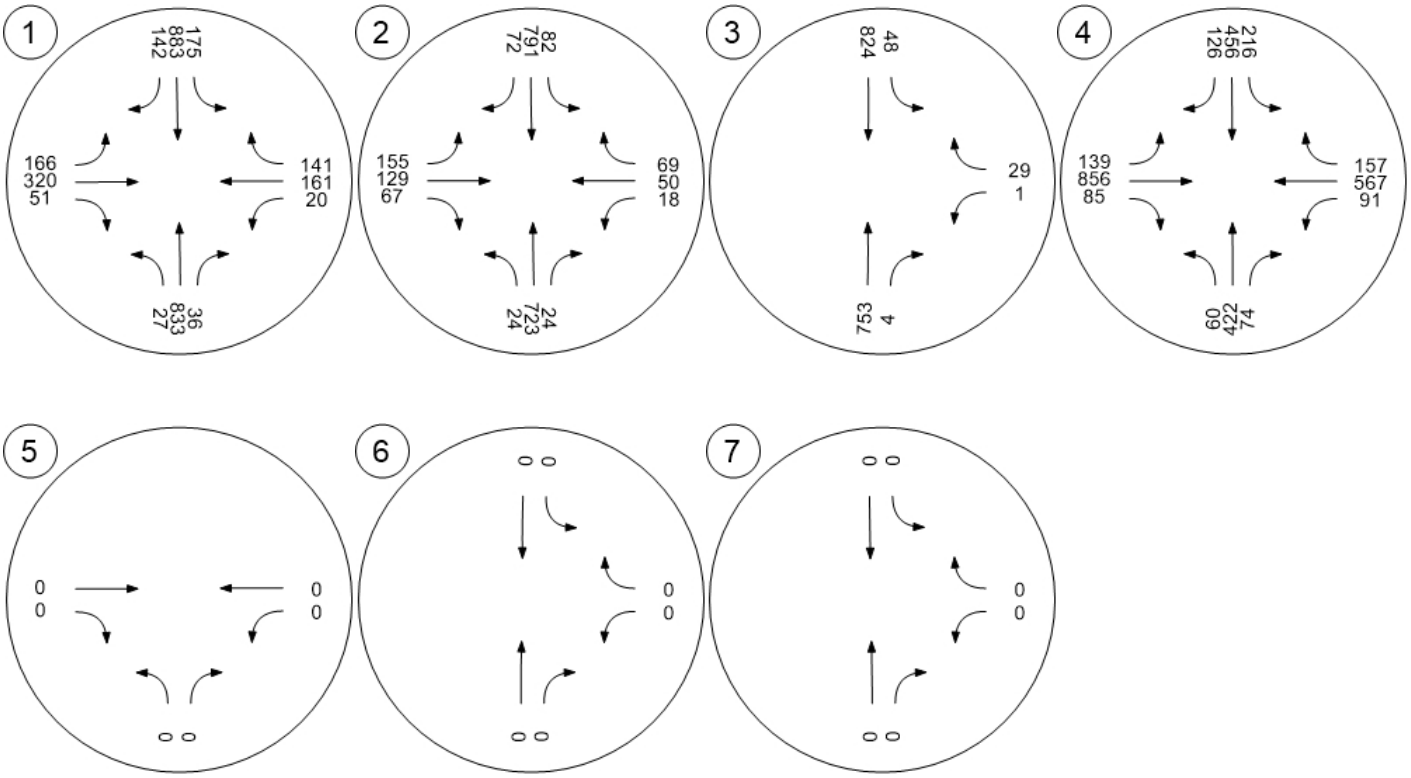
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





Appendix D.
Intersection Volumes, Delay, and LOS Calculation Outputs, Existing Plus Project Conditions

Appendices

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Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.965

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	78	910	30	123	566	225	143	123	85	36	184	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	6	1	0	2	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	916	31	123	568	225	143	123	86	36	184	264
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	267	9	36	166	66	42	36	25	10	54	77
Total Analysis Volume [veh/h]	93	1068	36	143	662	262	167	143	100	42	214	308
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.35	0.35	0.09	0.29	0.29	0.10	0.15	0.15	0.03	0.33	0.33
Intersection LOS	E											
Intersection V/C	0.965											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	768	41	61	585	60	165	94	102	28	72	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	9	1	0	3	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	777	42	61	588	60	165	94	102	28	72	57
Peak Hour Factor	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	236	13	19	178	18	50	29	31	8	22	17
Total Analysis Volume [veh/h]	30	943	51	74	714	73	200	114	124	34	87	69
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.31	0.31	0.05	0.25	0.25	0.13	0.15	0.15	0.02	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.679											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	52.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	777	4	34	690	3	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	3	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	785	4	34	693	3	56
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	226	1	10	199	1	16
Total Analysis Volume [veh/h]	903	5	39	797	3	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.05	0.01	0.04	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	10.07	0.00	52.58	19.33
Movement LOS	A	A	B	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.16	0.86	0.86
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.11	4.11	21.48	21.48
d_A, Approach Delay [s/veh]	0.00		0.47		20.82	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	81	393	96	180	395	107	138	449	44	61	535	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	5	2	5	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	394	96	185	397	112	139	449	44	61	535	192
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	104	25	49	104	29	37	118	12	16	141	51
Total Analysis Volume [veh/h]	85	415	101	195	418	118	146	473	46	64	563	202
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.12	0.17	0.17	0.09	0.16	0.16	0.04	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	38	0	0	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	38	0	0	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	10	0	0	14
Total Analysis Volume [veh/h]	3	0	38	0	0	56
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.99	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.99		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	24.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	781	0	0	731	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	1	0	3	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	789	1	0	734	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	0	0	184	1	0
Total Analysis Volume [veh/h]	789	1	0	734	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.36	0.00	24.38	11.37
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.61	1.61
d_A, Approach Delay [s/veh]	0.00		0.00		24.38	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	781	0	0	731	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	2	3	4	8	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	782	2	3	735	8	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	1	1	184	2	2
Total Analysis Volume [veh/h]	782	2	3	735	8	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

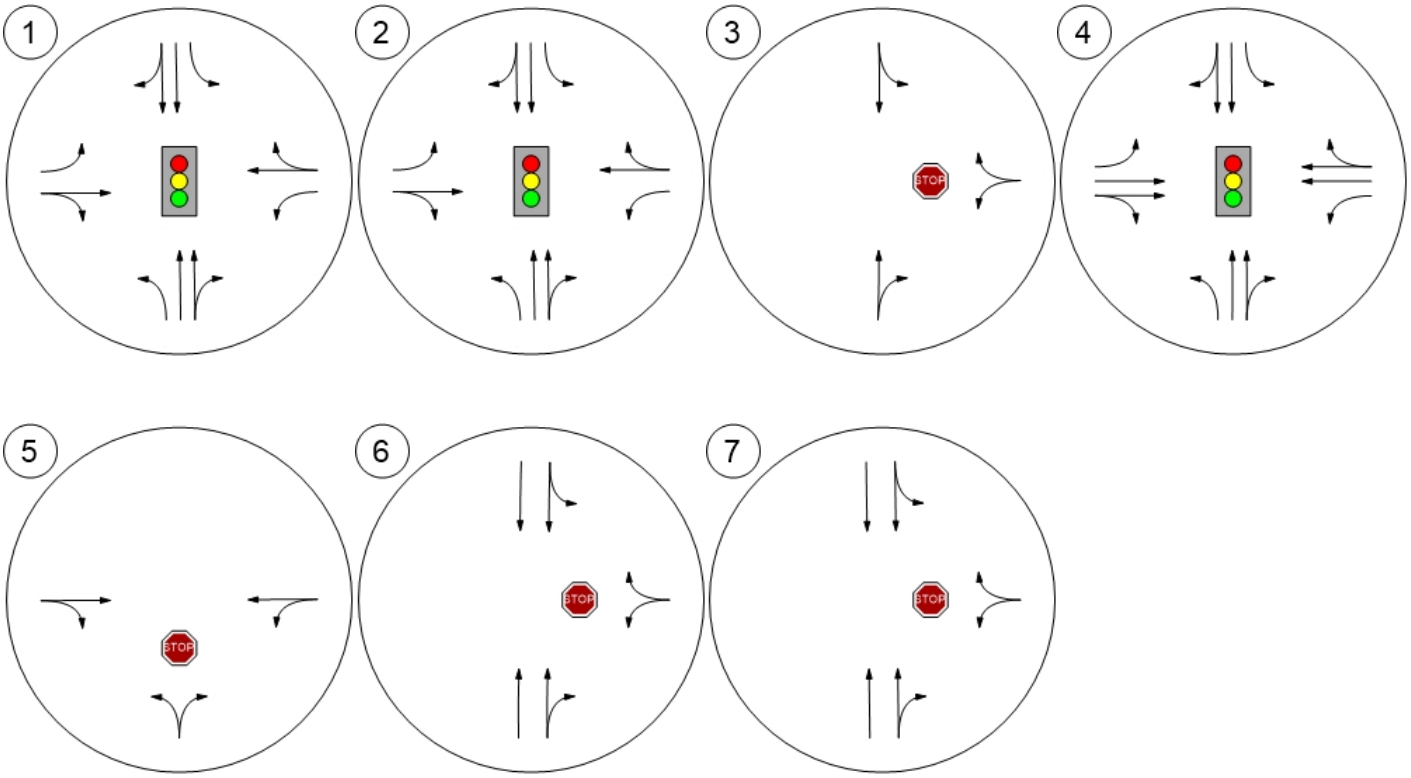
V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.35	0.00	24.80	11.67
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.27	0.14	4.39	4.39
d_A, Approach Delay [s/veh]	0.00		0.04		18.23	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

Study Intersections



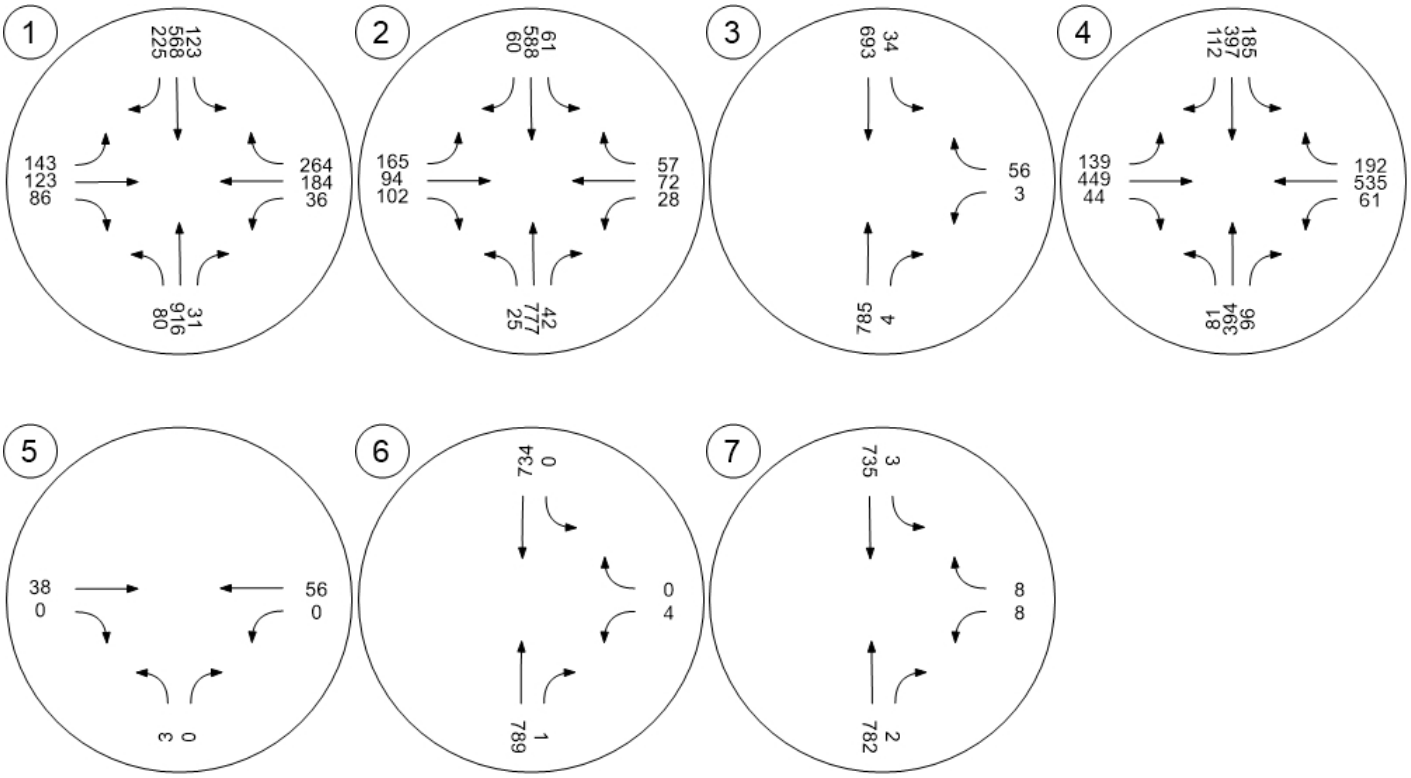
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.828

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	27	833	36	175	883	142	166	320	51	20	161	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	3	1	0	6	0	0	0	2	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	836	37	175	889	142	166	320	53	21	161	141
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	226	10	47	240	38	45	86	14	6	43	38
Total Analysis Volume [veh/h]	30	903	40	189	960	153	179	346	57	23	174	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.29	0.29	0.12	0.35	0.35	0.11	0.25	0.25	0.01	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.828											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	723	24	82	791	72	155	129	67	18	50	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	5	1	0	9	0	0	0	1	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	728	25	82	800	72	155	129	68	19	50	69
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	189	6	21	208	19	40	34	18	5	13	18
Total Analysis Volume [veh/h]	26	757	26	85	832	75	161	134	71	20	52	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.24	0.24	0.05	0.28	0.28	0.10	0.13	0.13	0.01	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.578											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	51.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	753	4	48	824	1	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	3	8	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	757	4	51	832	1	32
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	1	13	218	0	8
Total Analysis Volume [veh/h]	792	4	53	870	1	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.06	0.01	0.01	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	9.66	0.00	50.99	15.39
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.21	0.21	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.13	5.13	8.04	8.04
d_A, Approach Delay [s/veh]	0.00		0.55		16.44	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	60	422	74	216	456	126	139	856	85	91	567	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	3	1	3	5	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	424	74	219	457	129	144	856	85	91	567	162
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	111	19	57	120	34	38	224	22	24	149	42
Total Analysis Volume [veh/h]	63	444	78	230	479	135	151	897	89	95	594	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.14	0.19	0.19	0.09	0.31	0.31	0.06	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	52	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	3	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	52	3	0	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	13	1	0	8
Total Analysis Volume [veh/h]	3	0	52	3	0	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.93	8.56	0.00	0.00	7.32	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	757	0	0	798	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	4	0	8	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	761	4	0	806	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	1	0	202	1	0
Total Analysis Volume [veh/h]	761	4	0	806	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.27	0.00	24.56	11.16
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.22	1.22
d_A, Approach Delay [s/veh]	0.00		0.00		24.56	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	25.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	757	0	0	798	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	8	8	3	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	761	8	8	801	4	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	2	2	200	1	1
Total Analysis Volume [veh/h]	761	8	8	801	4	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

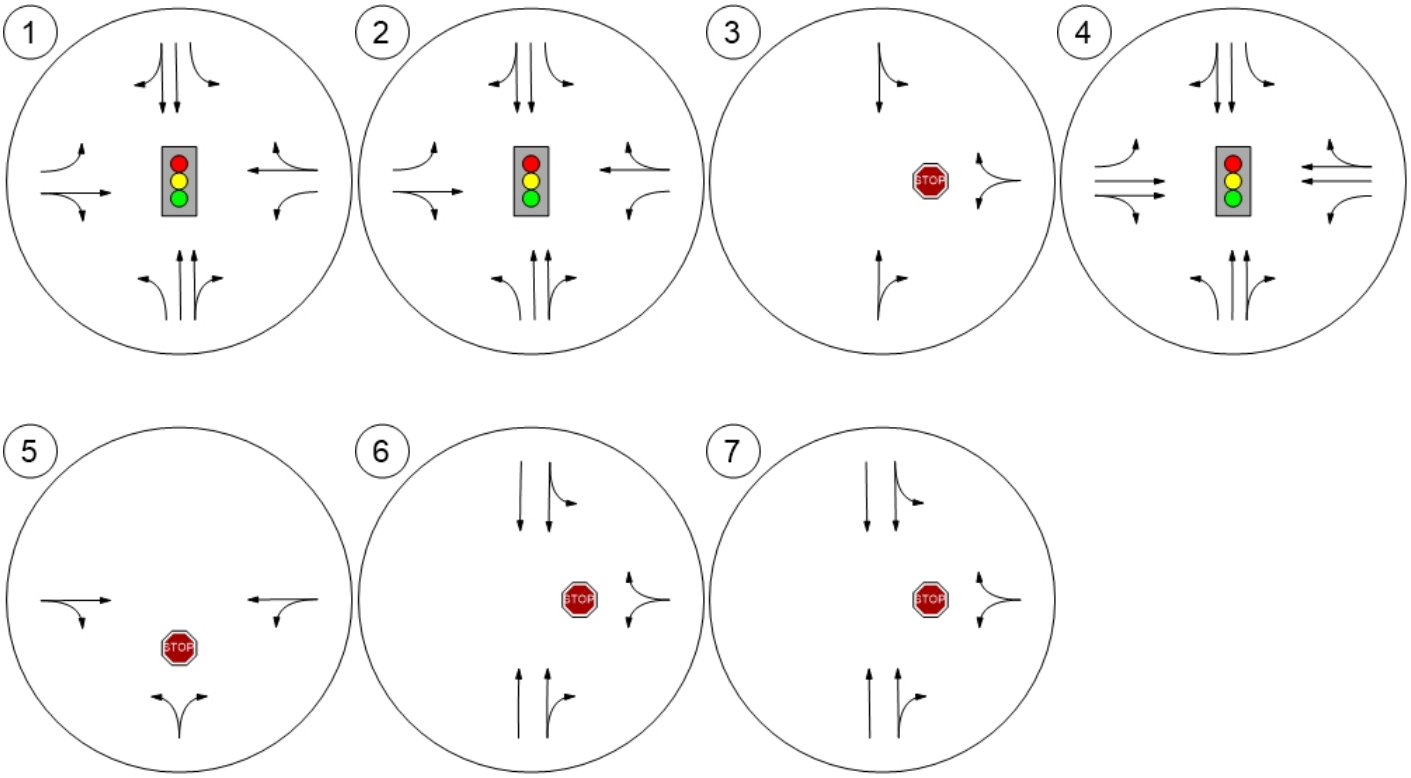
V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.32	0.00	25.33	11.25
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.01	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.72	0.36	2.21	2.21
d_A, Approach Delay [s/veh]	0.00		0.09		18.29	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	D					

Study Intersections



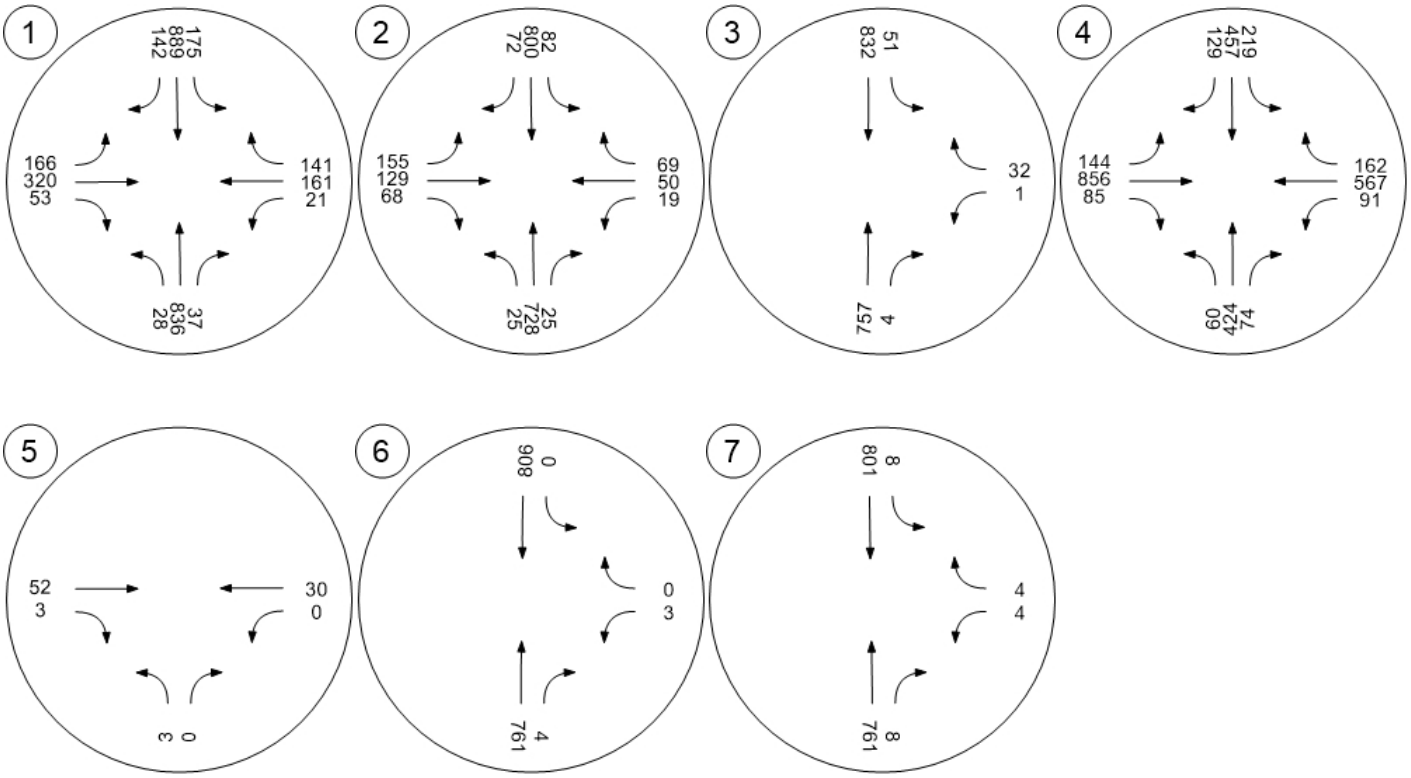
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume

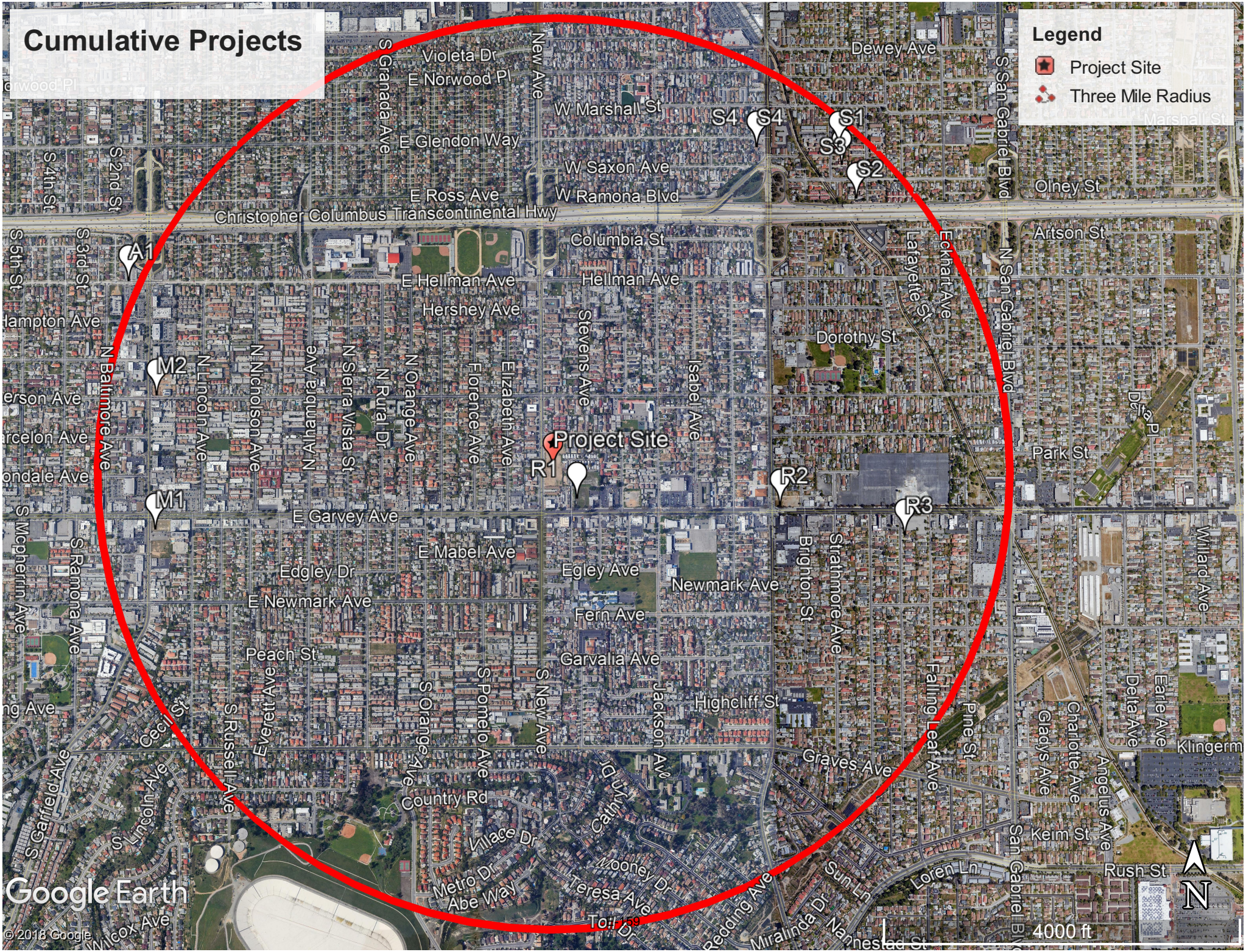




Appendix E.
Cumulative Projects

Appendices

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Cumulative Projects
Legend
Project Site
Three Mile Radius
Project Site
A1
M1
M2
R1
R2
R3
S1
S2
S3
S4
S4
Violeta Dr
E Norwood Pl
W Marshall St
E Glendon Way
W Saxon Ave
E Ross Ave
W Ramona Blvd
Christopher Columbus Transcontinental Hwy
Columbia St
E Hellman Ave
Hellman Ave
Hershey Ave
E Garvey Ave
E Mabel Ave
Edgley Dr
Egley Ave
E Newmark Ave
Newmark Ave
Fern Ave
Peach St
Garvalia Ave
Highcliff St
Graves Ave
Country Rd
Dewey Ave
Olney St
Artson St
Dorothy St
Park St
Marshall St
Delta Pl
Keim St
Rush St
Klingerm
Google Earth
© 2018 Google
4000 ft
N

Appendix F.
Intersection Volumes, Delay, and LOS Calculation Outputs, 2022 No Project Conditions

Appendices

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Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.991

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	78	910	30	123	566	225	143	123	85	36	184	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	7	0	0	3	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	944	31	127	586	232	147	127	89	37	190	272
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	275	9	37	171	68	43	37	26	11	55	79
Total Analysis Volume [veh/h]	96	1100	36	148	683	270	171	148	104	43	221	317
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.36	0.36	0.09	0.30	0.30	0.11	0.16	0.16	0.03	0.34	0.34
Intersection LOS	E											
Intersection V/C	0.991											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	768	41	61	585	60	165	94	102	28	72	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	4	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	800	42	63	607	62	170	97	105	29	74	59
Peak Hour Factor	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	243	13	19	184	19	52	29	32	9	22	18
Total Analysis Volume [veh/h]	30	971	51	76	737	75	206	118	127	35	90	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.32	0.32	0.05	0.25	0.25	0.13	0.15	0.15	0.02	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.697											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	57.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	777	4	34	690	3	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	809	4	35	715	3	55
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	233	1	10	206	1	16
Total Analysis Volume [veh/h]	931	5	40	823	3	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.05	0.01	0.04	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	10.20	0.00	56.98	20.07
Movement LOS	A	A	B	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.17	0.89	0.89
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.33	4.33	22.35	22.35
d_A, Approach Delay [s/veh]	0.00		0.47		21.75	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	81	393	96	180	395	107	138	449	44	61	535	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	3	0	1	2	7	0	4	15	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	405	101	188	407	111	144	469	45	67	566	204
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	107	27	49	107	29	38	123	12	18	149	54
Total Analysis Volume [veh/h]	87	426	106	198	428	117	152	494	47	71	596	215
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

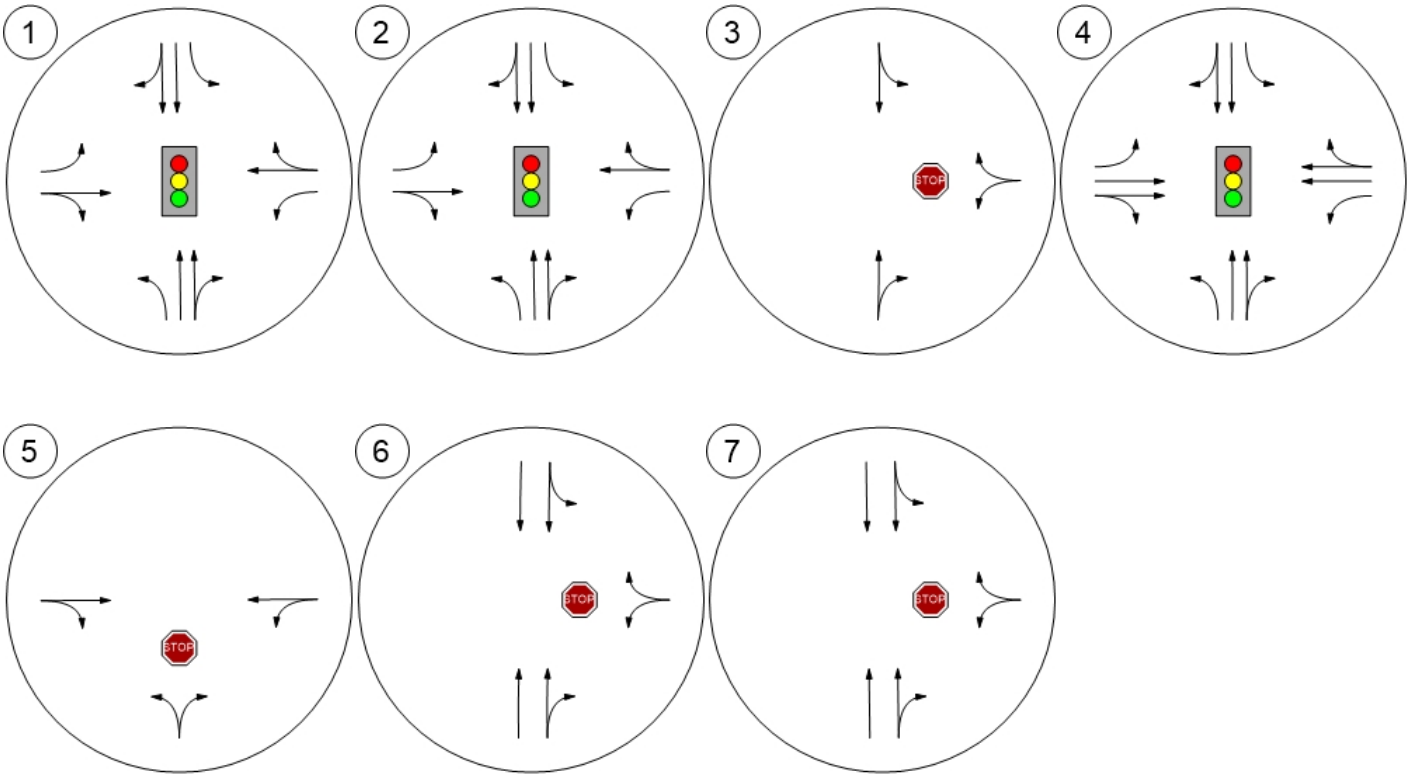
V/C, Movement V/C Ratio	0.05	0.17	0.17	0.12	0.17	0.17	0.10	0.17	0.17	0.04	0.25	0.25
Intersection LOS	C											
Intersection V/C	0.738											

Study Intersections



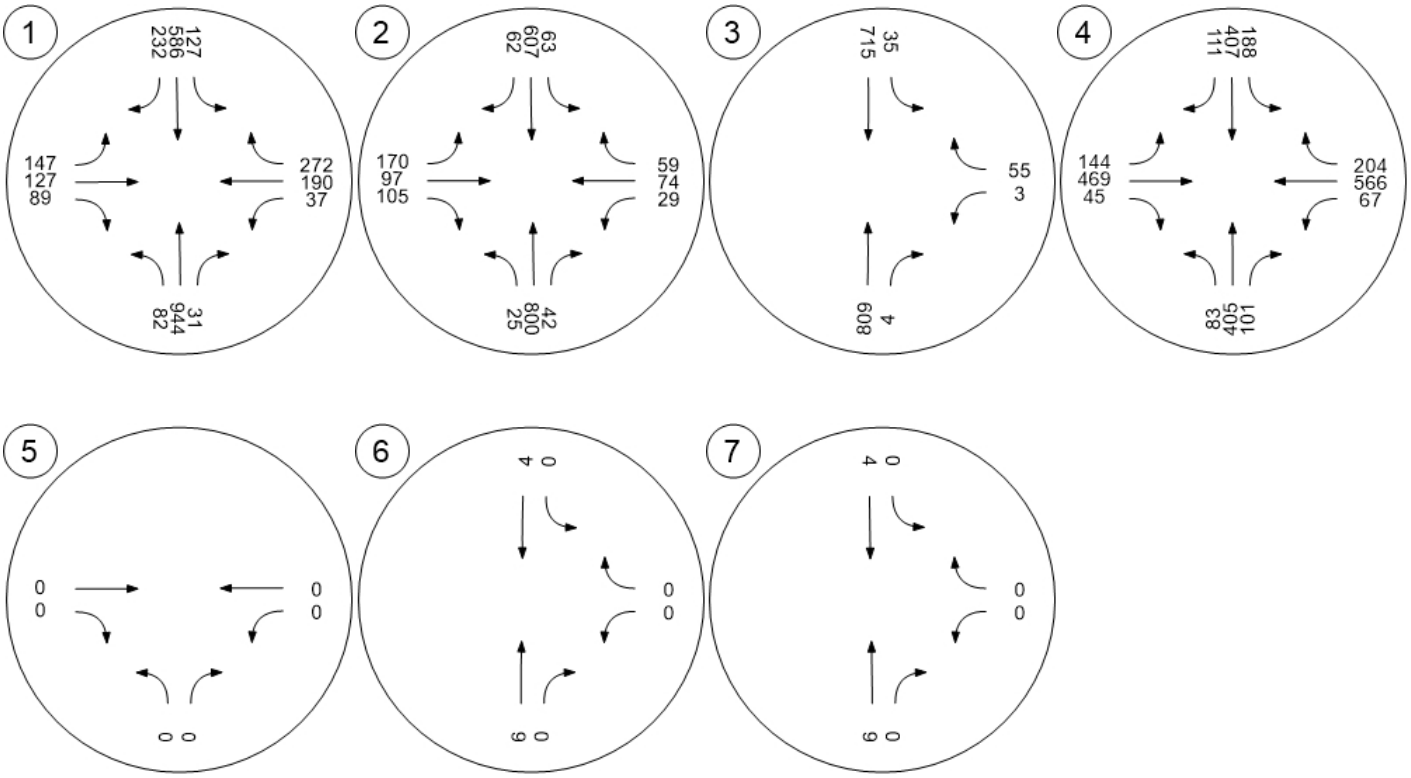
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





66 Unit Residential Development

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Report File: Y:\...\EAC PMRevised.pdf

Scenario 6 E+A+C PM
9/30/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	New Avenue at Hellman Avenue	Signalized	ICU 1	SB Thru	0.850	-	D
2	New Avenue and Emerson Place	Signalized	ICU 1	SB Thru	0.593	-	A
3	New Avenue at Whitmore Street	Two-way stop	HCM 6th Edition	WB Left	0.013	54.6	F
4	New Avenue and Garvey Avenue	Signalized	ICU 1	EB Thru	0.807	-	D
5	New Driveway at Whitmore	Two-way stop	HCM 6th Edition		0.000	0.0	
6	New Av at Driveway 2	Two-way stop	HCM 6th Edition	SB Thru	0.000	0.0	A
7	New Ave at Driveway 1	Two-way stop	HCM 6th Edition	SB Thru	0.000	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	27	833	36	175	883	142	166	320	51	20	161	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	4	0	0	10	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	862	37	180	919	146	171	330	55	21	166	145
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	233	10	49	248	39	46	89	15	6	45	39
Total Analysis Volume [veh/h]	31	931	40	194	992	158	185	356	59	23	179	157
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.30	0.30	0.12	0.36	0.36	0.12	0.26	0.26	0.01	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.850											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	723	24	82	791	72	155	129	67	18	50	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	12	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	750	25	84	827	74	160	133	69	19	52	71
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	195	6	22	215	19	42	35	18	5	14	18
Total Analysis Volume [veh/h]	26	780	26	87	860	77	166	138	72	20	54	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.25	0.25	0.05	0.29	0.29	0.10	0.13	0.13	0.01	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.593											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	54.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	753	4	48	824	1	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	781	4	49	861	1	30
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	204	1	13	225	0	8
Total Analysis Volume [veh/h]	817	4	51	901	1	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.06	0.01	0.01	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	9.75	0.00	54.60	15.73
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.20	0.20	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.04	5.04	7.90	7.90
d_A, Approach Delay [s/veh]	0.00		0.52		16.95	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	60	422	74	216	456	126	139	856	85	91	567	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	5	9	0	3	2	17	0	2	9	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	435	81	231	470	133	145	899	88	96	593	165
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	114	21	61	123	35	38	236	23	25	155	43
Total Analysis Volume [veh/h]	65	456	85	242	493	139	152	942	92	101	622	173
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.17	0.17	0.15	0.20	0.20	0.10	0.32	0.32	0.06	0.25	0.25
Intersection LOS	D											
Intersection V/C	0.807											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.42		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	12	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	3	0	0
Total Analysis Volume [veh/h]	5	0	0	12	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.58	8.33
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	12	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	3	0	0
Total Analysis Volume [veh/h]	5	0	0	12	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

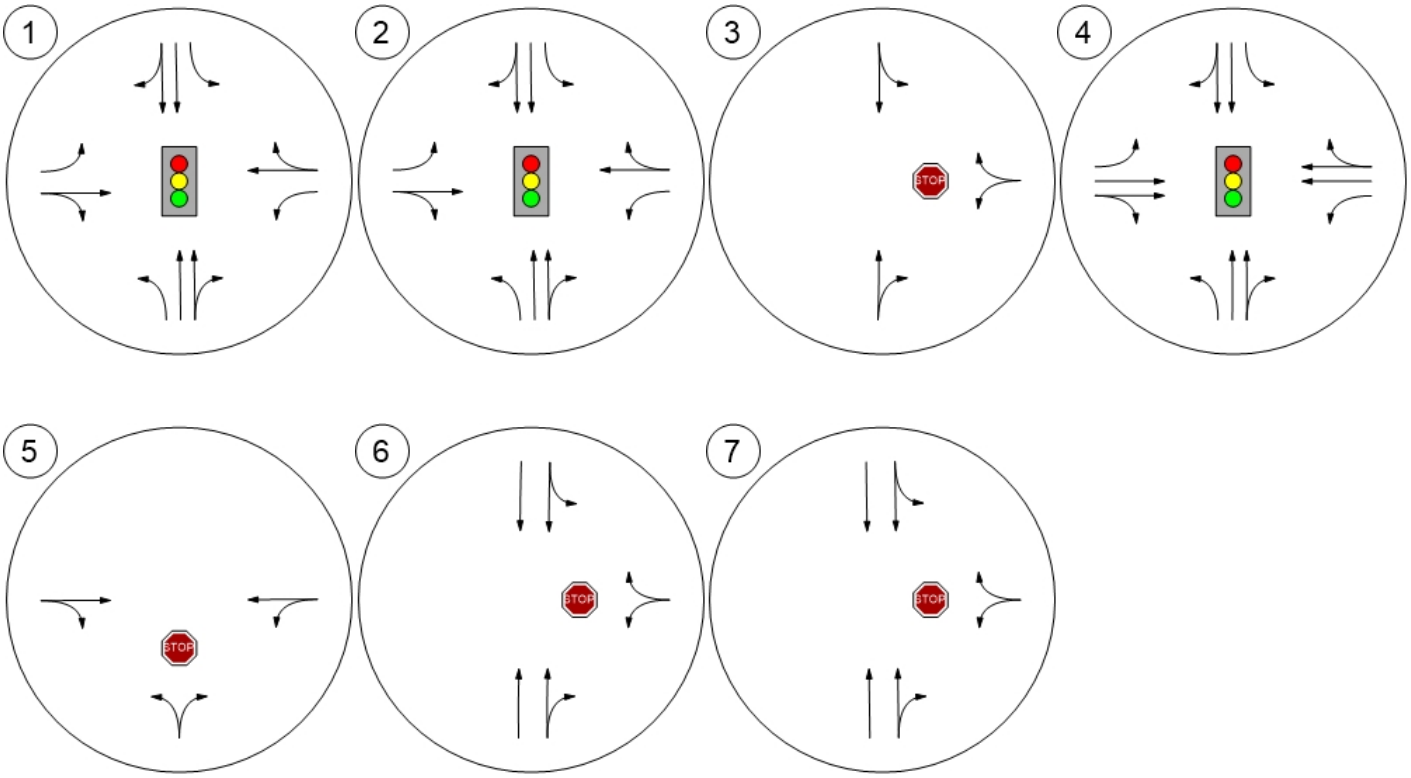
V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.58	8.33
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Study Intersections



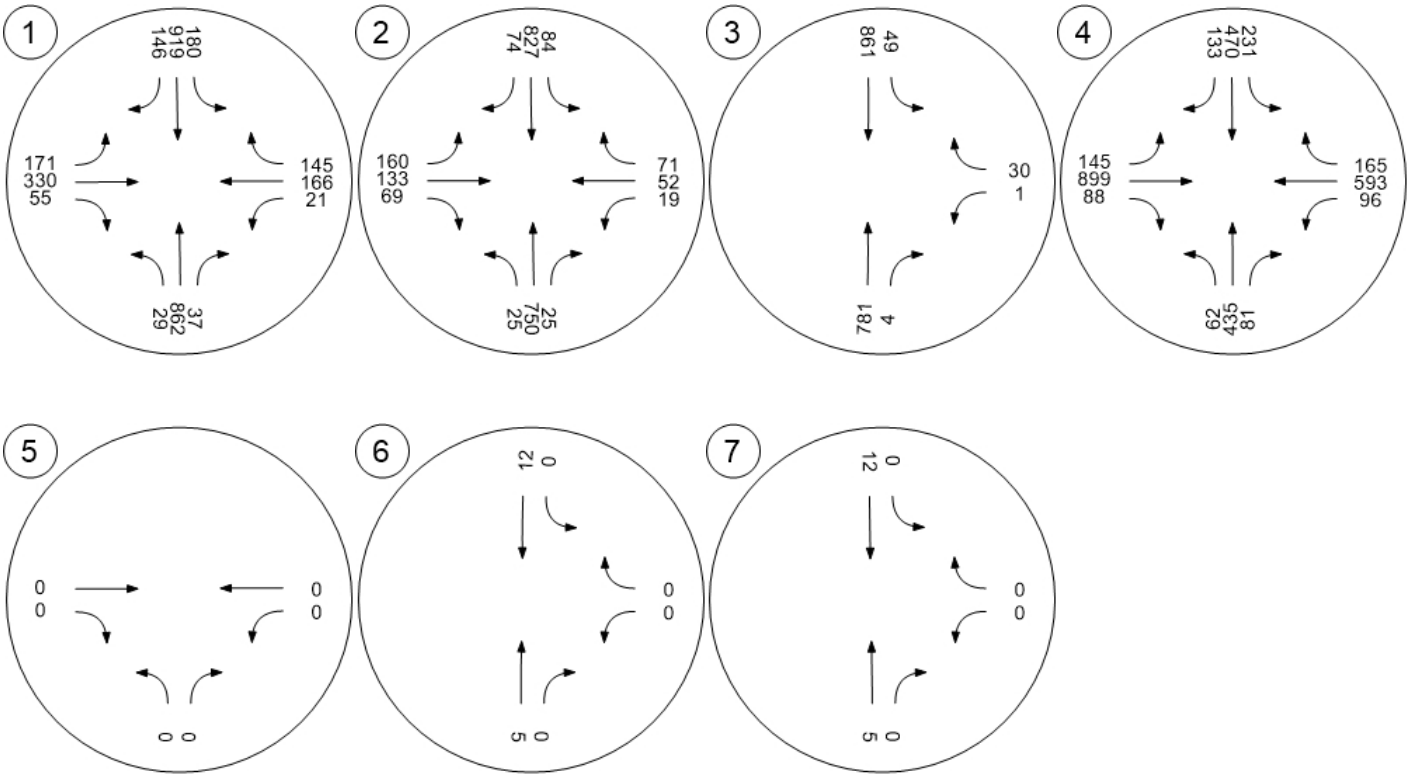
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





Appendix G.
Intersection Volumes, Delay, and LOS Calculation Outputs, 2022 With Project Conditions

Appendices

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Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.993

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	78	910	30	123	566	225	143	123	85	36	184	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	13	1	0	5	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	950	32	127	588	232	147	127	90	37	190	272
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	277	9	37	171	68	43	37	26	11	55	79
Total Analysis Volume [veh/h]	98	1107	37	148	685	270	171	148	105	43	221	317
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.36	0.36	0.09	0.30	0.30	0.11	0.16	0.16	0.03	0.34	0.34
Intersection LOS	E											
Intersection V/C	0.993											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	768	41	61	585	60	165	94	102	28	72	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	18	1	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	809	43	63	610	62	170	97	105	29	74	59
Peak Hour Factor	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	245	13	19	185	19	52	29	32	9	22	18
Total Analysis Volume [veh/h]	32	982	52	76	740	75	206	118	127	35	90	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.32	0.32	0.05	0.25	0.25	0.13	0.15	0.15	0.02	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.701											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	58.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	777	4	34	690	3	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	7	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	817	4	35	718	3	58
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	235	1	10	207	1	17
Total Analysis Volume [veh/h]	940	5	40	826	3	67
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.06	0.01	0.04	0.21
d_M, Delay for Movement [s/veh]	0.00	0.00	10.25	0.00	58.24	20.57
Movement LOS	A	A	B	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.17	0.97	0.97
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.36	4.36	24.24	24.24
d_A, Approach Delay [s/veh]	0.00		0.47		22.19	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.04					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	81	393	96	180	395	107	138	449	44	61	535	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	2	8	2	6	3	7	0	4	15	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	406	101	193	409	116	145	469	45	67	566	205
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	107	27	51	108	31	38	123	12	18	149	54
Total Analysis Volume [veh/h]	87	427	106	203	431	122	153	494	47	71	596	216
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.13	0.17	0.17	0.10	0.17	0.17	0.04	0.25	0.25
Intersection LOS	C											
Intersection V/C	0.743											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	38	0	0	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0300	1.0000	1.0000	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	39	0	0	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	10	0	0	15
Total Analysis Volume [veh/h]	3	0	39	0	0	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.00	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.00		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	25.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	781	0	0	731	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0000	1.0000	1.0300	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	1	0	7	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	821	1	0	760	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	0	0	190	1	0
Total Analysis Volume [veh/h]	821	1	0	760	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.48	0.00	25.77	11.57
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.73	1.73
d_A, Approach Delay [s/veh]	0.00		0.00		25.77	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	781	0	0	731	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0000	1.0000	1.0300	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	2	3	8	8	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	814	2	3	761	8	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	204	1	1	190	2	2
Total Analysis Volume [veh/h]	814	2	3	761	8	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

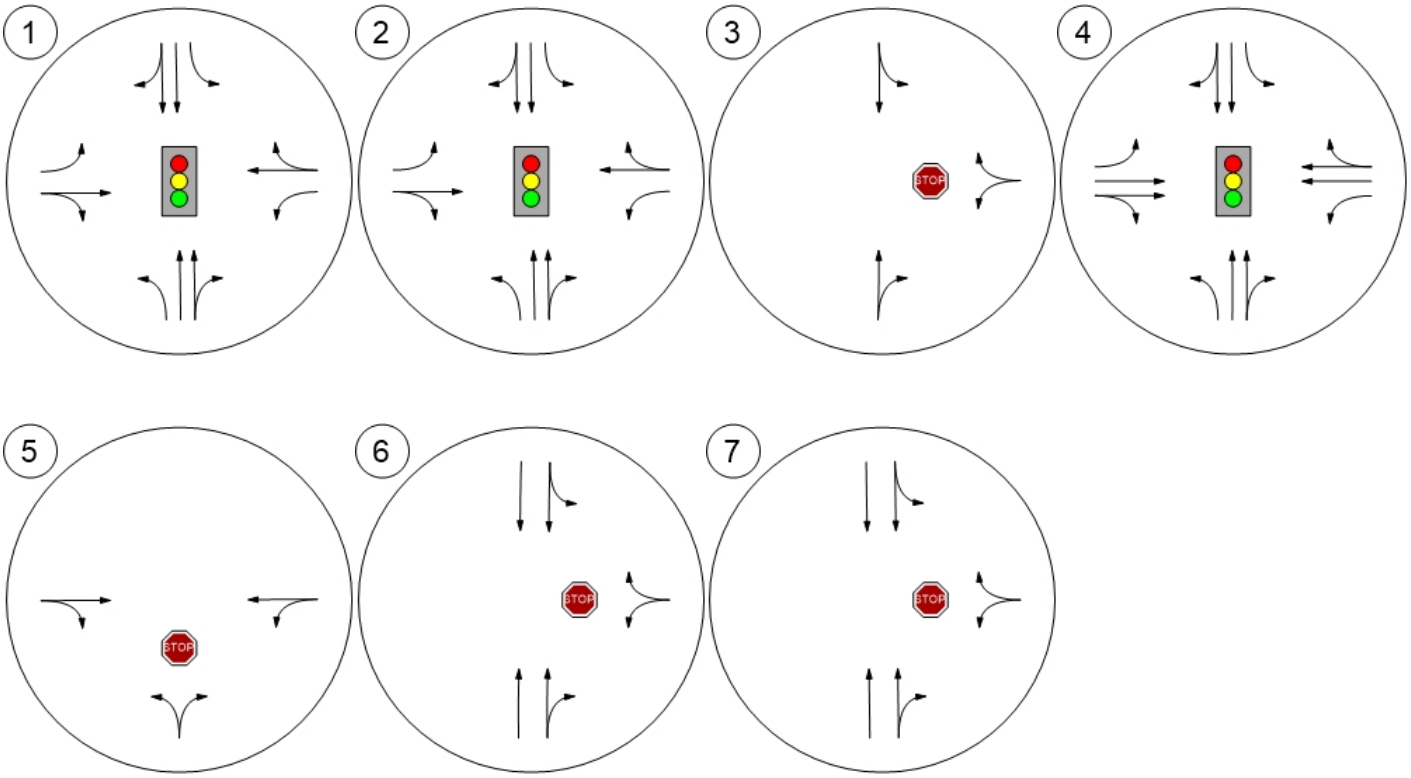
V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.05	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.48	0.00	26.22	11.90
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.28	0.14	4.66	4.66
d_A, Approach Delay [s/veh]	0.00		0.04		19.06	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Study Intersections



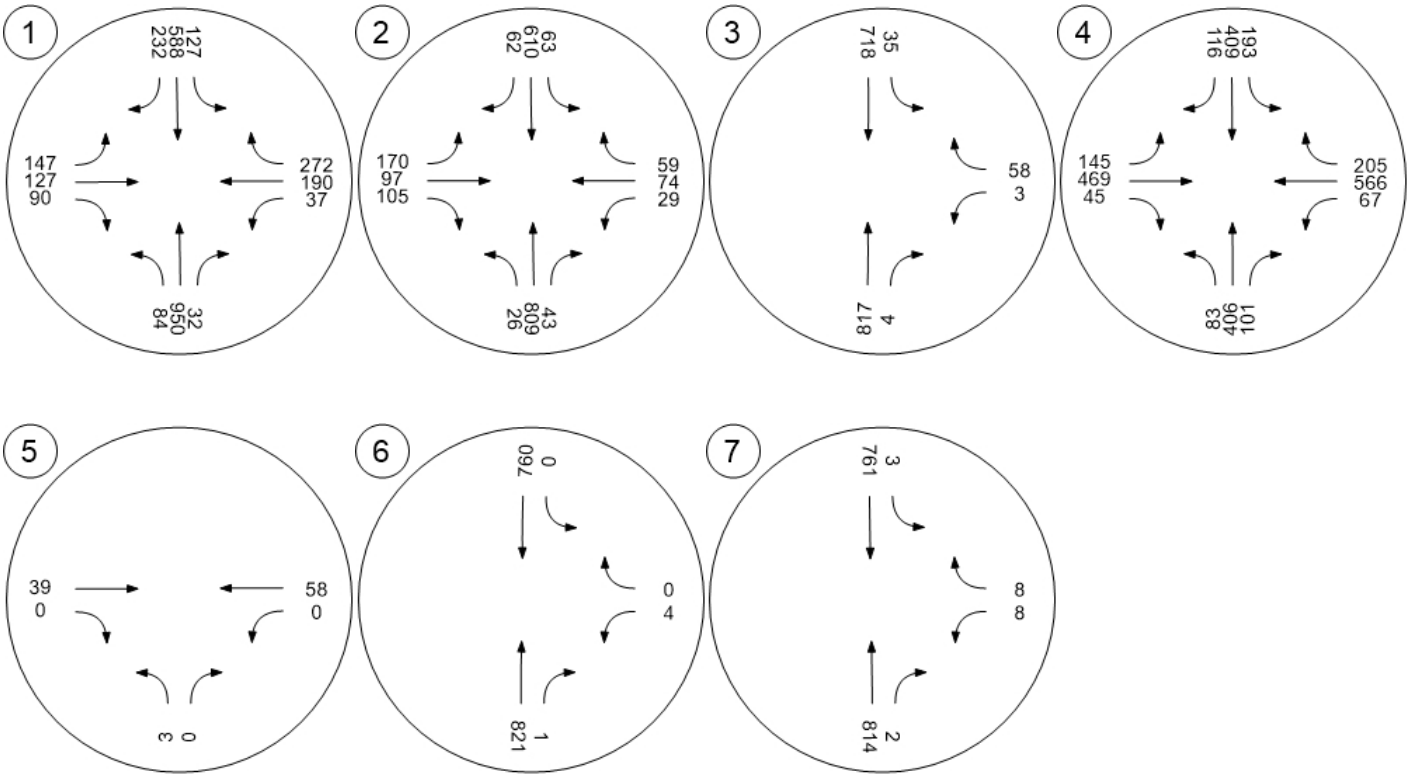
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: New Avenue at Hellman Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	New Av									Hellman		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av									Hellman		
Base Volume Input [veh/h]	27	833	36	175	883	142	166	320	51	20	161	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	7	1	0	16	0	0	0	4	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	865	38	180	925	146	171	330	57	22	166	145
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	234	10	49	250	39	46	89	15	6	45	39
Total Analysis Volume [veh/h]	32	934	41	194	999	158	185	356	62	24	179	157
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.30	0.30	0.12	0.36	0.36	0.12	0.26	0.26	0.02	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.852											

Intersection Level Of Service Report
Intersection 2: New Avenue and Emerson Place

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	New Av			New Av			Emerson			Emerson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Emerson			Emerson		
Base Volume Input [veh/h]	24	723	24	82	791	72	155	129	67	18	50	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	10	1	0	21	0	0	0	1	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	755	26	84	836	74	160	133	70	20	52	71
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	196	7	22	217	19	42	35	18	5	14	18
Total Analysis Volume [veh/h]	27	785	27	87	869	77	166	138	73	21	54	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.25	0.25	0.05	0.30	0.30	0.10	0.13	0.13	0.01	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.596											

Intersection Level Of Service Report
Intersection 3: New Avenue at Whitmore Street

Control Type:	Two-way stop	Delay (sec / veh):	56.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	New Av		New Av		Whitmore	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Whitmore	
Base Volume Input [veh/h]	753	4	48	824	1	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	3	20	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	785	4	52	869	1	33
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	1	14	227	0	9
Total Analysis Volume [veh/h]	821	4	54	909	1	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.07	0.01	0.01	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	9.79	0.00	56.54	15.94
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.22	0.22	0.36	0.36
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.38	5.38	8.96	8.96
d_A, Approach Delay [s/veh]	0.00		0.55		17.06	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: New Avenue and Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	New Av			New Av			Garvey Av					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	New Av			New Av			Garvey Av					
Base Volume Input [veh/h]	60	422	74	216	456	126	139	856	85	91	567	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	5	12	1	6	7	17	0	2	9	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	437	81	234	471	136	150	899	88	96	593	170
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	115	21	61	123	36	39	236	23	25	155	45
Total Analysis Volume [veh/h]	65	458	85	245	494	143	157	942	92	101	622	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.17	0.17	0.15	0.20	0.20	0.10	0.32	0.32	0.06	0.25	0.25
Intersection LOS	D											
Intersection V/C	0.809											

Intersection Level Of Service Report
Intersection 5: New Driveway at Whitmore

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Driveway Whitmore		Whitmore		Whitmore	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Driveway Whitmore		Whitmore		Whitmore	
Base Volume Input [veh/h]	0	0	52	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0300	1.0000	1.0000	1.0300
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	3	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	54	3	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	14	1	0	8
Total Analysis Volume [veh/h]	3	0	54	3	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.95	8.57	0.00	0.00	7.33	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.95		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: New Av at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	26.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	New Av		New Av		Drivway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Drivway 2	
Base Volume Input [veh/h]	757	0	0	798	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0000	1.0000	1.0300	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	4	0	20	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	789	4	0	842	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	1	0	211	1	0
Total Analysis Volume [veh/h]	789	4	0	842	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.37	0.00	25.99	11.33
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.31	1.31
d_A, Approach Delay [s/veh]	0.00		0.00		25.99	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 7: New Ave at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	26.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	New Av		New Av		Driveway 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	New Av		New Av		Driveway 1	
Base Volume Input [veh/h]	757	0	0	798	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0300	1.0000	1.0000	1.0300	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	8	8	15	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	789	8	8	837	4	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	2	2	209	1	1
Total Analysis Volume [veh/h]	789	8	8	837	4	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

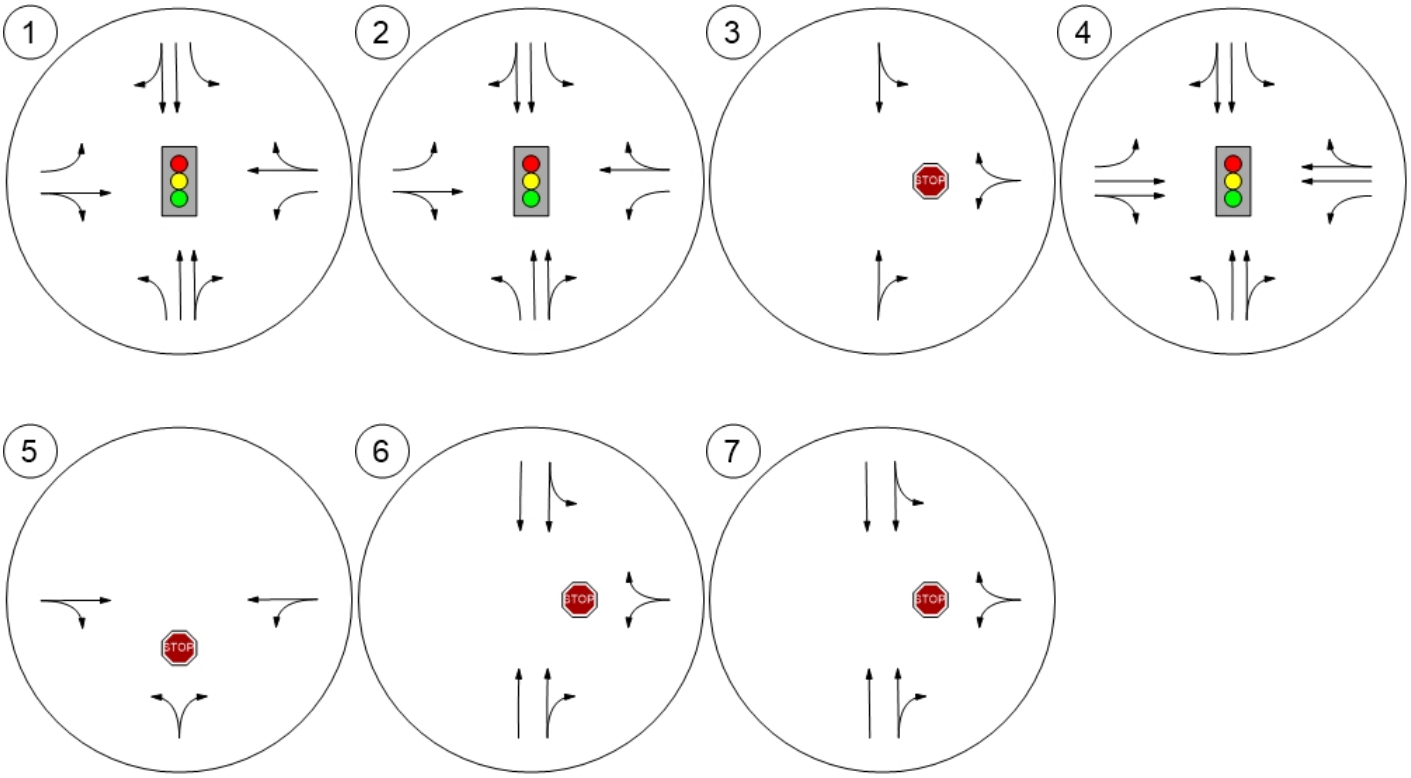
V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.43	0.00	26.81	11.42
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.01	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.74	0.37	2.35	2.35
d_A, Approach Delay [s/veh]	0.00		0.09		19.12	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	D					

Study Intersections



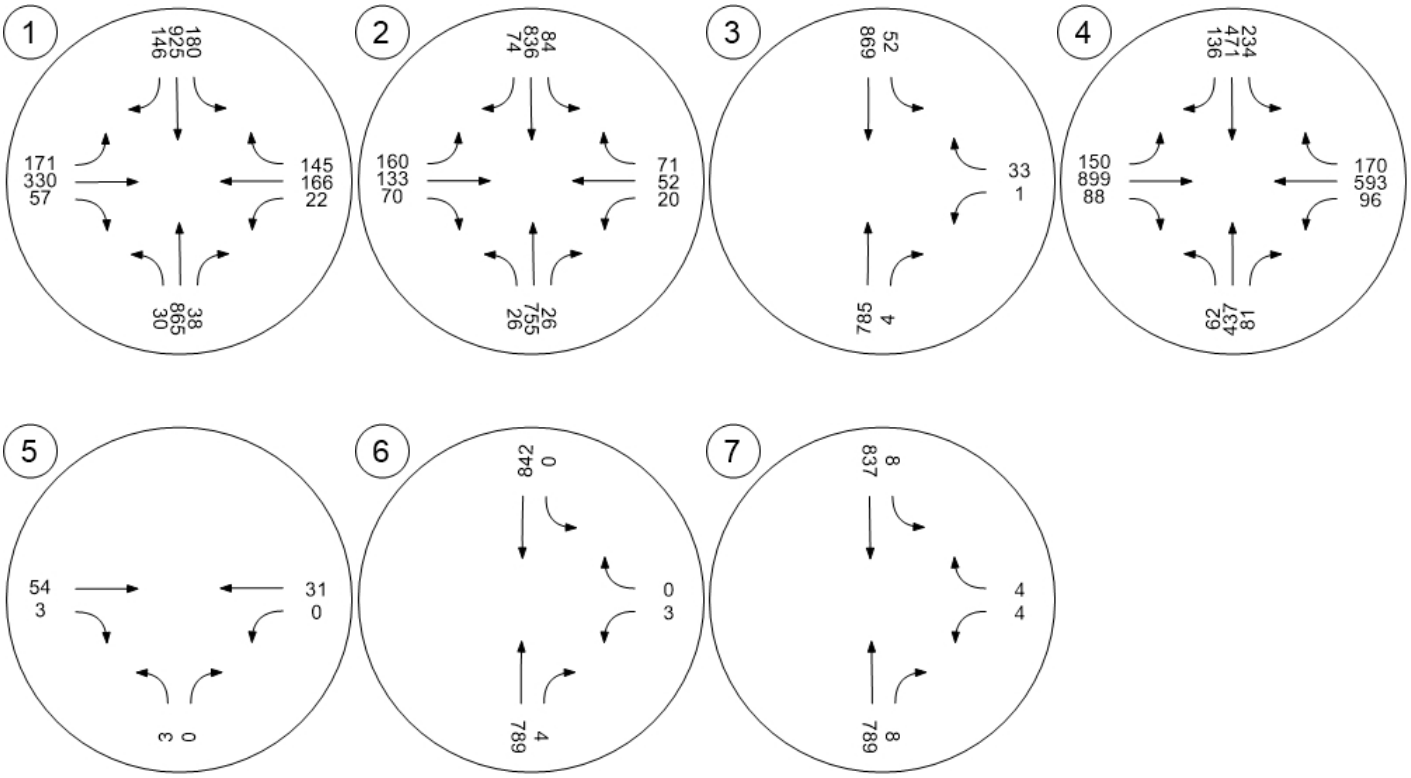
Lane Configuration and Traffic Control





Traffic Volume - Future Total Volume





Appendix H.
Signal Warrants

Appendices

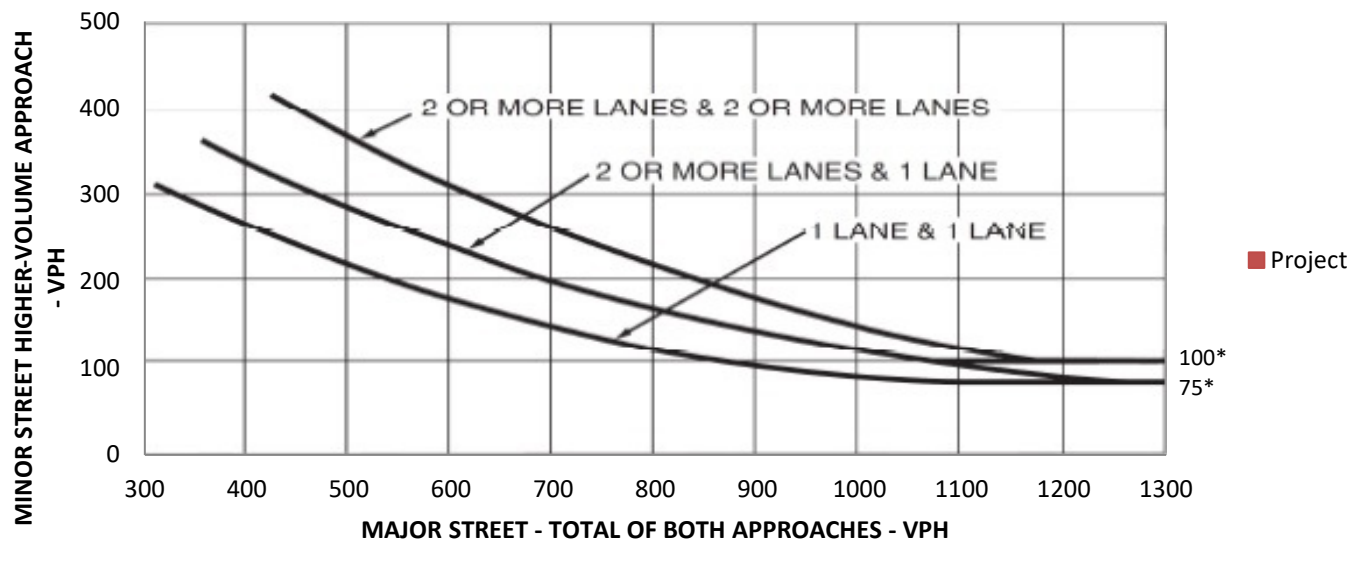
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Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing AM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1505
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	56
	AM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

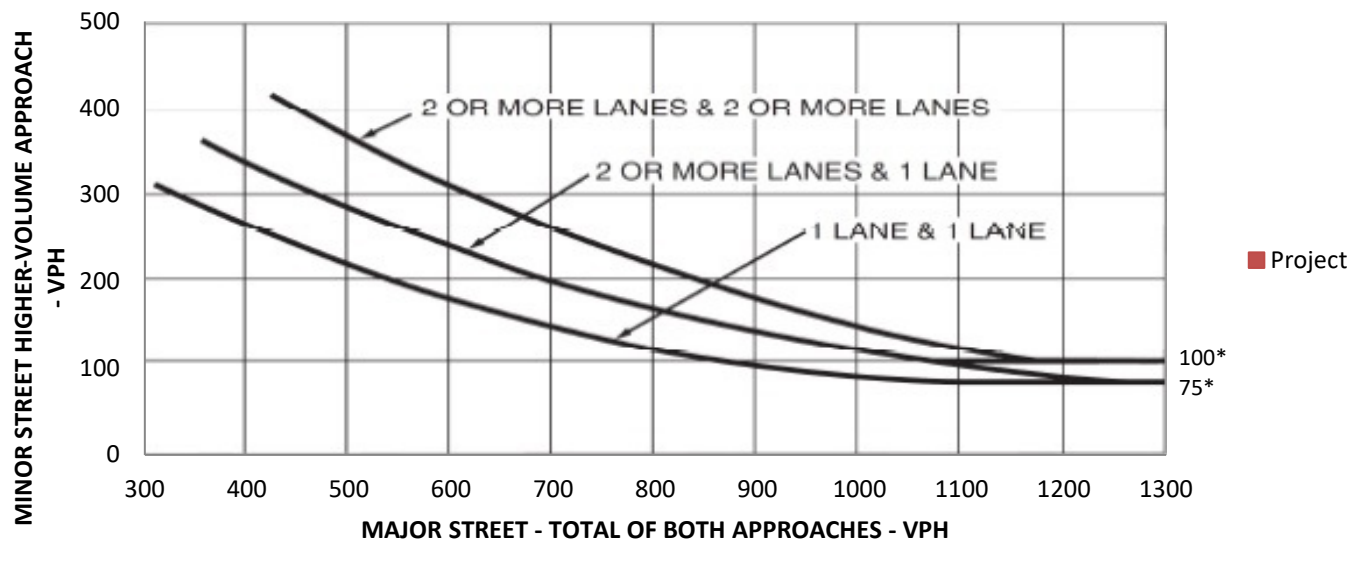
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing PM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1629
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	30
	PM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

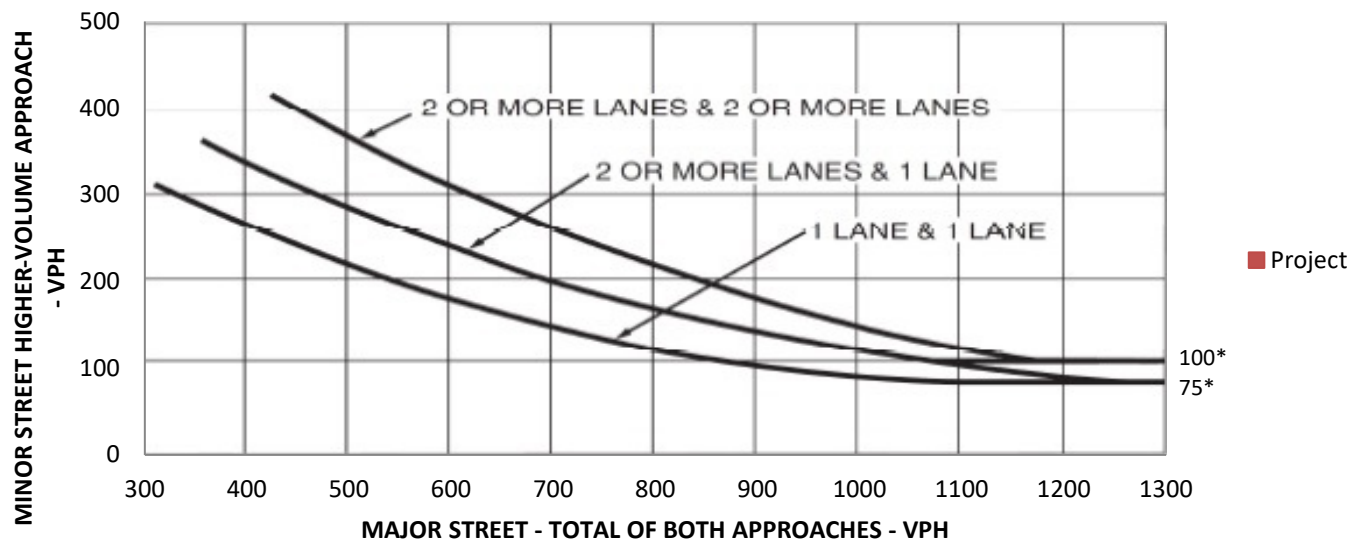
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing Plus Phase I AM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1516
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	59
	AM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

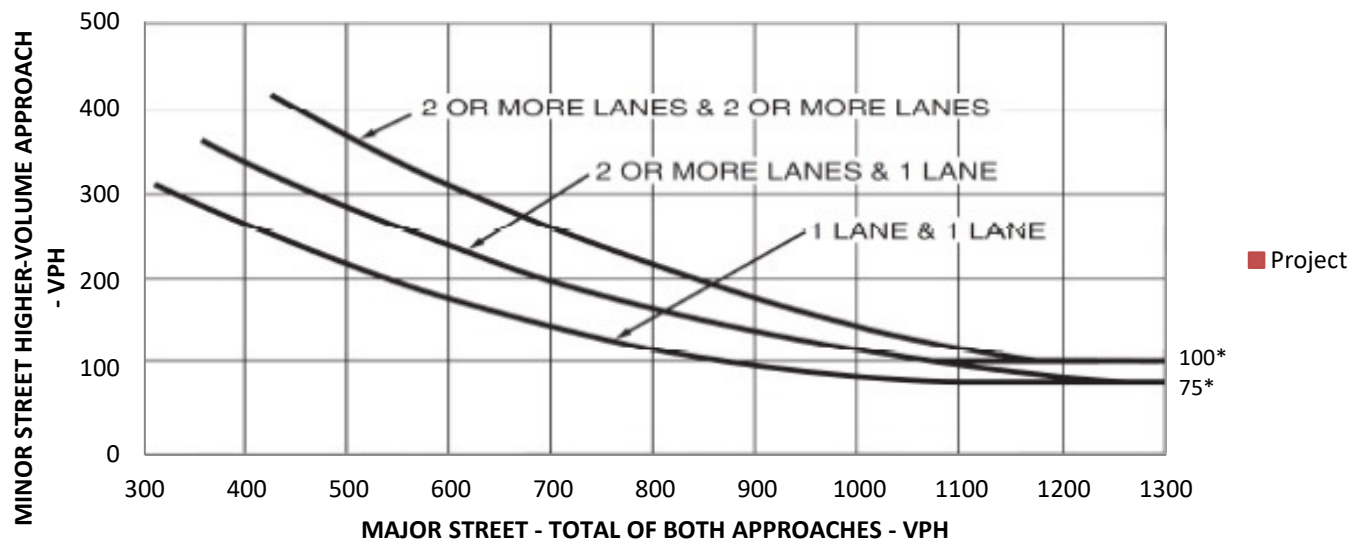
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing Plus Phase I PM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1644
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	33
	PM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

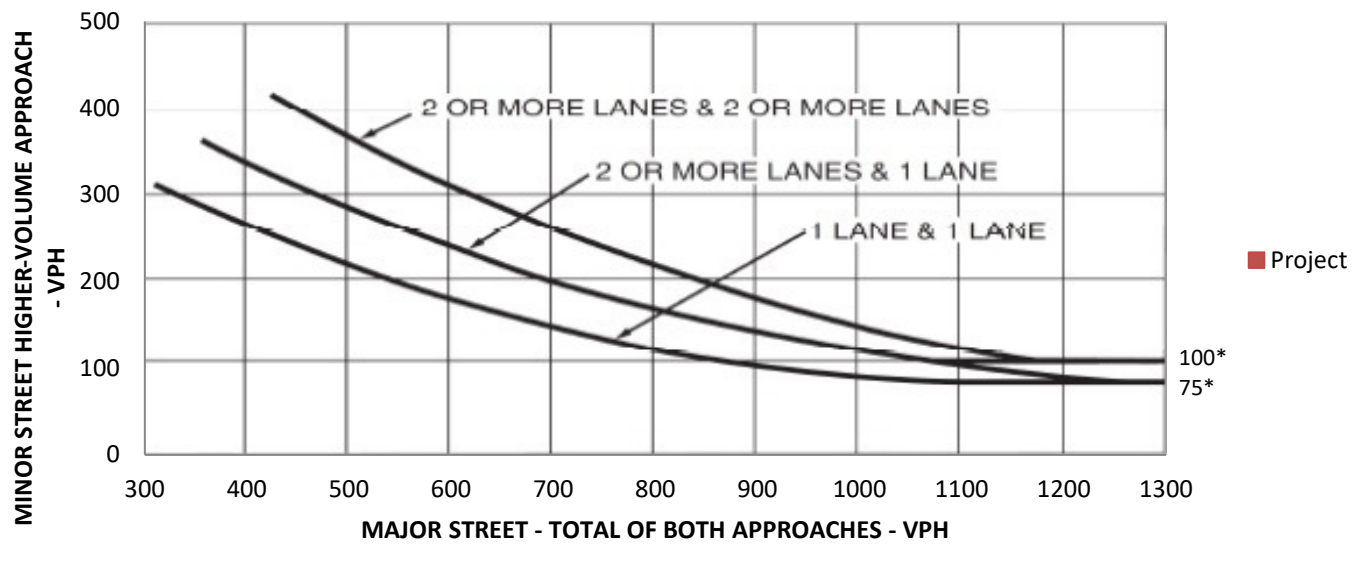
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing Plus Ambient Plus Cumulative AM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1563
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	58
	AM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

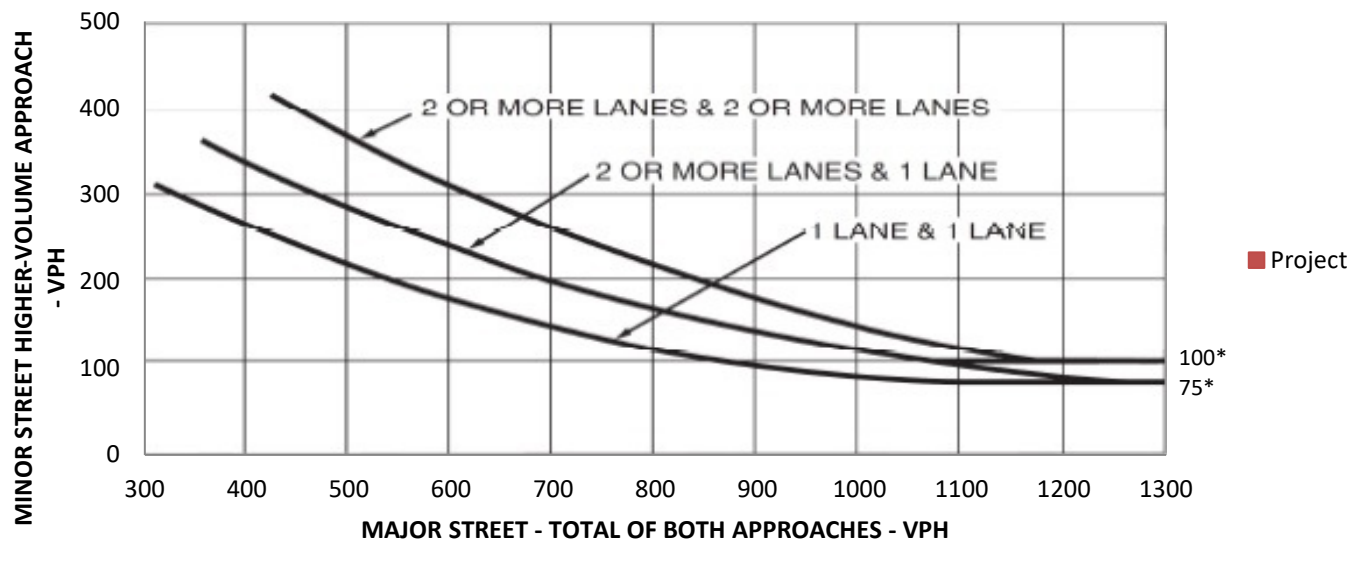
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing Plus Ambient Plus Cumulative PM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1695
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	31
	PM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

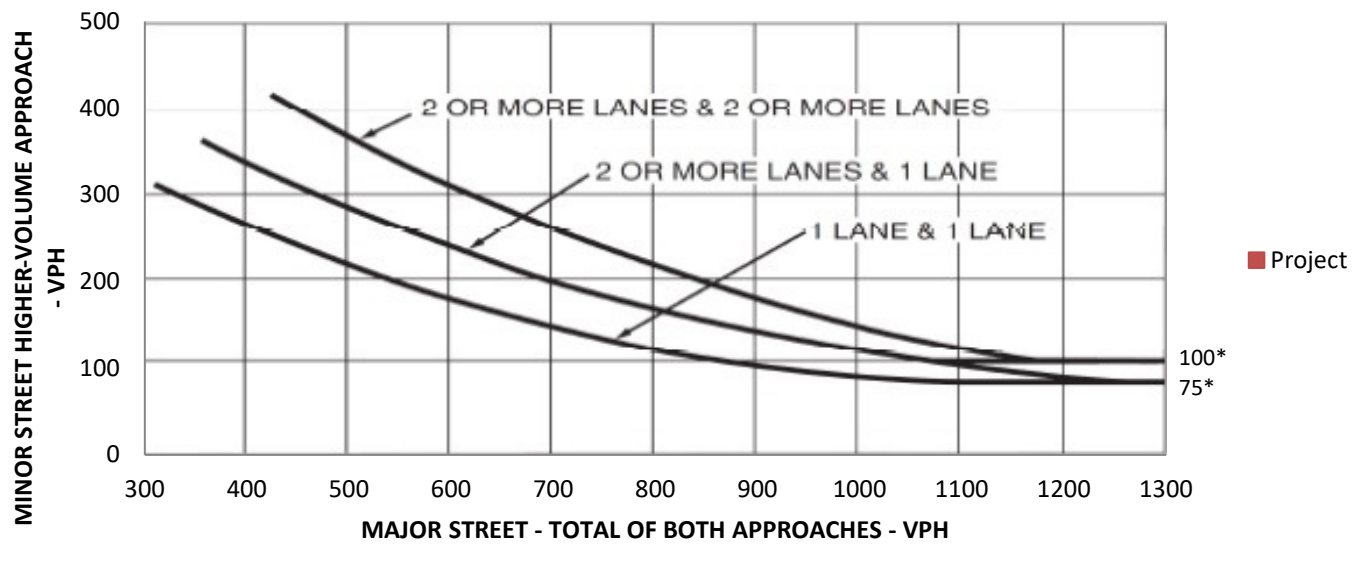
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing Plus Ambient Plus Phase I Plus Cumulative AM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1574
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	61
	AM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

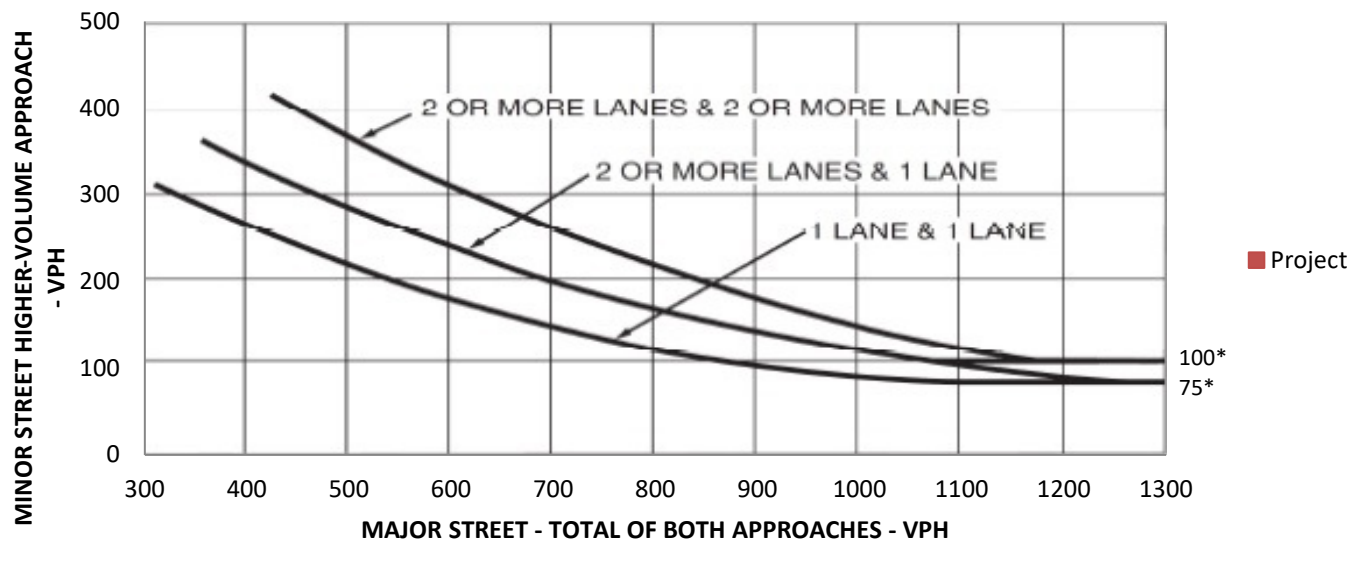
VPH - Vehicles Per Hour

Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing Plus Ambient Plus Phase I Plus Cumulative PM

Major Street Name:	New Avenue	Total of Both Approaches (VPH) =	1710
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Whitmore Street	High Volume Approach (VPH) =	33
	PM	Number of Apporach Lanes =	1



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

VPH - Vehicles Per Hour