AIR QUALITY, ENERGY, GREENHOUSE GAS EMISSIONS AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

SEATON AVENUE & CAJALCO ROAD WAREHOUSE PROJECT

COUNTY OF RIVERSIDE

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Project No. 21016

February 22, 2022

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ACRONYMS AND ABBREVIATIONS

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

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

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

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

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

1.2 Site Locations and Study Area

The project site is located in an unincorporated area of the County of Riverside (County) within the Mead Valley area. The 17.50 gross acre project site currently contains approximately 12 structures that total approximate 21,000 square feet of building space that consist of a mix of residential, industrial, and commercial uses. The project site is bounded by Cajalco Expressway and vacant land to the north, industrial uses to the east, vacant land to the south, and Seaton Avenue and a combination of residential, industrial and vacant land to the west. The project local study area is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are two single-family homes that are located across Seaton Avenue, approximately 140 feet from the southwest corner of the project site. There is also a Buddhist Temple, located approximately 280 feet southwest of the southwest corner of the project site. The nearest school is Val Verde High School, which is located as near as 0.7 mile east of the project site.

1.3 Proposed Project Description

The proposed project consists of development of a 350,481 square foot warehouse, of which 280,385 square feet would be utilized as high-cube transload and short-term storage and 70,096 square feet would be utilized as high-cube cold-storage. The proposed warehouse would have a truck loading area with 43 dock doors on the east side of the building with truck 66 trailer parking spaces located on the east side of the truck loading area. A total of 244 automobile parking spaces will be provided that will be located on the north, south and west sides of the warehouse. Vehicle access to the project site would be provided by two driveways on Seaton Avenue and one driveway on Cajalco Expressway. The proposed site plan is shown in Figure 2.

1.4 Executive Summary

Standard Air Quality, Energy, and GHG Regulatory Conditions

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

South Coast Air Quality Management District Rules

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

- Rule 402 Nuisance – Controls the emissions of odors and other air contaminants;
- Rule 403 Fugitive Dust – Controls the emissions of fugitive dust;
- Rules 1108 and 1108.1 Cutback and Emulsified Asphalt – Controls the VOC content in asphalt;
- Rule 1113 Architectural Coatings – Controls the VOC content in paints and solvents; and
- Rule 1143 Paint Thinners – Controls the VOC content in paint thinners.
- Rule 1403 Asbestos Removal – Regulates asbestos emissions from demolition activities.

State of California Rules

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

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

Summary of Analysis Results

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

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

Less than significant impact.

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

Less than significant impact.

Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact.

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

Less than significant impact.

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

Less than significant impact.

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

Less than significant impact.

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

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

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

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

1.5 Project Design Features Incorporated into the Proposed Project

This analysis was based on implementation of the following Project Design Features that the project applicant has committed to implementing. According to *Forklift Market Analysis, 2016-2027,* prepared by Grand View Research, 2019, currently two-thirds of all new forklifts sold will be electric-powered and by 2027 three-quarter of all new forklifts will be electric-powered. As such Project Design Feature 1 is based on current market trends, as it would not be cost-effective to install the fuel tanks and fuel dispensing systems onsite for the limited duration of use of non-electric powered equipment onsite.

Project Design Feature 1:
All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite during operation of the proposed warehouse shall be electric-powered only.

1.6 Mitigation Measures for the Proposed Project

This analysis found that implementation of the State and SCAQMD air quality, energy, and GHG emissions reductions regulations detailed in Section 1.4 above, through implementation of the Project Design Features detailed in Section 1.5 above, and through implementation of the following mitigation, would

limit criteria pollutants, toxic air contaminants, odors, and GHG emissions from the proposed project to less than significant levels.

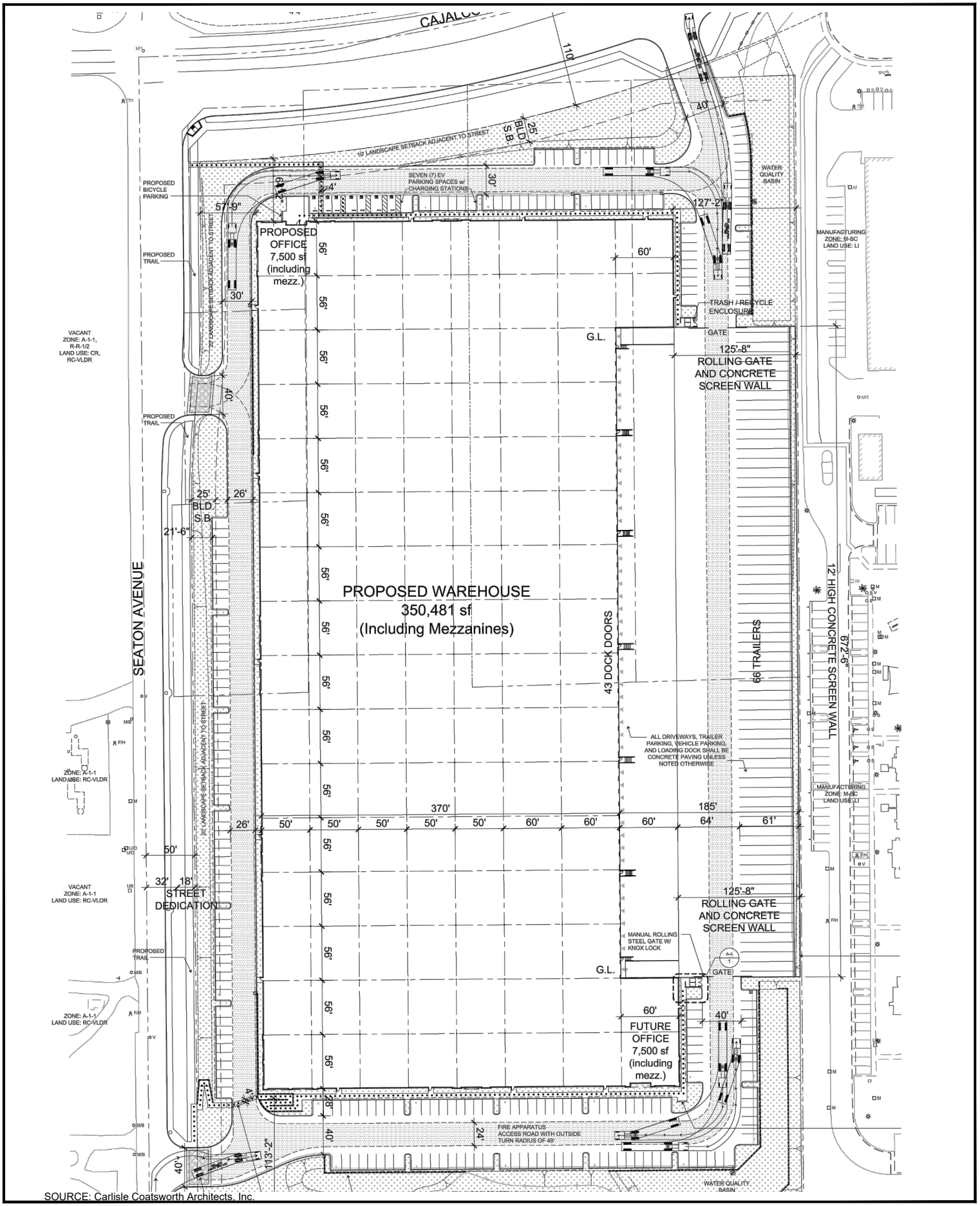
Mitigation Measure 1:

Prior to the issuance of a building permit, the project applicant shall submit to the County, the County's Climate Action Plan Screening Tables that show the project would achieve a minimum of 100 points or greater of GHG reduction measures.

SOURCE: Google Maps.

VISTA ENVIRONMENTAL

Figure 1
Project Local Study Area



SOURCE: Carlisle Coatsworth Architects, Inc.

VISTA ENVIRONMENTAL

Figure 2
Proposed Site Plan

2.0 AIR POLLUTANTS

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

2.1 Criteria Pollutants and Ozone Precursors

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

Nitrogen Oxides

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

Ozone

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

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves,

gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

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

Sulfur Oxides

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

Lead

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

Particulate Matter

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

Volatile Organic Compounds

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of ozone are referred to and regulated as VOCs (also

referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

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

2.2 Other Pollutants of Concern

Toxic Air Contaminants

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

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

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

Asbestos

Asbestos is listed as a TAC by CARB and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California*, prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the project site, as identified in the *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California,* prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately 45 miles east of the project site in the San Jacinto Mountains. Due to the age of the existing onsite buildings, the project site has a potential to contain asbestos.

3.0 GREENHOUSE GASES

3.1 Greenhouse Gases

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

Water Vapor

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

Carbon Dioxide

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

could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

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

Nitrous Oxide

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

Chlorofluorocarbons

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

Hydrofluorocarbons

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

Perfluorocarbons

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

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

Sulfur Hexafluoride

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

Aerosols

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

3.2 Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2 equivalent (CO_2e). As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth Assessment Report, which are used in CARB's 2014 Scoping Plan Update and the CalEEMod Model Version 2020.4.0 and are detailed in Table A. The IPCC has updated the Global Warming Potentials of some gases in their Fifth Assessment Report, however the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

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

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

Notes:

[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2020.4.0),that is used in this report (CalEEMod User Guide, May 2021).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Source: IPCC 2007, EPA 2015

3.3 Greenhouse Gas Emissions Inventory

According to the Carbon Dioxide Information Analysis Center[1], 9,855 million metric tons (MMT) of CO_2e emissions were created globally in the year 2014. According to the Environmental Protection Agency (EPA), the breakdown of global GHG emissions by sector consists of: 25 percent from electricity and heat production; 21 percent from industry; 24 percent from agriculture, forestry and other land use activities; 14 percent from transportation; 6 percent from building energy use; and 10 percent from all other sources of energy use[2].

According to *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2019,* prepared by EPA, in 2019 total U.S. GHG emissions were 6,558 million metric tons (MMT) of CO_2e emissions. Total U.S. emissions have increased by 4 percent between 1990 and 2016 and GHG emissions decreased by 13 percent between 2005 and 2019. The recent decrease in GHG emissions was a result of multiple factors, including population, economic growth, energy markets, and technological changes the include energy efficiency and energy fuel choices. Between 2018 and 2019, GHG emissions decreased by almost 2 percent due to multiple factors, including a one percent decrease in total energy use.

According to *California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators*, prepared by CARB, July 28, 2021, the State of California created 418.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2019. The 2019 emissions were 7.2 $MMTCO_2e$ lower than 2018 levels and almost 13 $MMTCO_2e$ below the State adopted year 2020 GHG limit of 431 $MMTCO_2e$. The breakdown of California GHG emissions by sector consists of: 39.7 percent from transportation; 21.1 percent from industrial; 14.1 percent from electricity generation; 7.6 percent from agriculture; 10.5 percent from residential and commercial buildings; 4.9 percent from high global warming potential sources, and 2.1 percent from waste.

1 Obtained from: https://cdiac.ess-dive.lbl.gov/trends/emis/tre_glob_2014.html
2 Obtained from: https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data

4.0 AIR QUALITY MANAGEMENT

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

4.1 Federal – United States Environmental Protection Agency

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

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

Table B – State and Federal Criteria Pollutant Standards

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

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

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

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

Table C – South Coast Air Basin Attainment Status

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

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e)]	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2[f)]	NAAQS	2010 1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	1971 24-Hour (0.14 ppm) 1971 Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)[g)]	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h)]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment (final determination pending)	8/24/2016 (attained 2013)
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Moderate)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead[i)]	NAAQS	2008 3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial) (Attainment determination requested)	12/31/2015

Source: SCAQMD, February 2016

Notes:

CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

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

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

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

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

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

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

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

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

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

In 2015, one or more stations in the Air Basin exceeded the most current federal standards on a total of 146 days (40 percent of the year), including: 8-hour ozone (113 days over 2015 ozone NAAQS), 24-hour

PM2.5 (30 days, including near-road sites; 25 days for ambient sites only), PM10 (2 days), and NO_2 (1 day). Despite substantial improvement in air quality over the past few decades, some air monitoring stations in the Air Basin still exceed the NAAQS for ozone more frequently than any other area in the United States. Seven of the top 10 stations in the nation most frequently exceeding the 2015 8-hour ozone NAAQS in 2015 were located within the Air Basin, including stations in San Bernardino, Riverside, and Los Angeles Counties (SCAQMD, 2016).

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

The Air Basin is currently in attainment for the federal standards for SO_2, CO, NO_2, and PM10 and the Riverside County portion of the Air Basin is currently in attainment for the federal standards for lead. While the concentration level of the 1-hour NO_2 federal standard (100 ppb) was exceeded in the Air Basin for one day in 2015 (Long Beach- Hudson Station), the NAAQS NO_2 design value has not been exceeded. Therefore, the Air Basin remains in attainment of the NO_2 NAAQS (SCAQMD, 2016).

4.2 State – California Air Resources Board

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

The Air Basin has been designated by the CARB as a non-attainment area for ozone, PM10 and PM2.5. Currently, the Air Basin is in attainment with the ambient air quality standards for CO, NO_2, SO_2, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

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

Assembly Bill 2588

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

CARB Regulation for In-Use Off-Road Diesel Vehicles

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

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

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

4.3 Regional – Southern California

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

South Coast Air Quality Management District

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

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour PM2.5 (35 µg/m^3) by 2019 (updated from the 2012 AQMP)

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

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

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

intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the Air Basin, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to warehouse projects in the Air Basin.

Rule 402 - Nuisance

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

Rule 403- Fugitive Dust

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

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

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

Rule 1113 – Architectural Coatings

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

Rule 1143 – Paint Thinners

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

Rule 1403 – Asbestos Removal

Rule 1403 governs asbestos emissions from demolition and renovation activities. The existing structures on the project site shall be surveyed for asbestos prior to demolition activities. If asbestos is found within the existing structures, the asbestos shall be removed through utilization of the removal procedures detailed in Rule 1403.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal), adopted September 3, 2020and the *2019 Federal Transportation Improvement* Program (2019 FTIP), adopted September 2018, which addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Connect SoCal, 2019 FTIP, and AQMP are based on projections originating within the City and County General Plans.

4.4 Local – County of Riverside

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

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

General Plan

The *County of Riverside General Plan*, prepared December 2015, provides the following air quality-related goals and policies that are applicable to the proposed project.

Multi-jurisdictional Cooperation

Policy AQ-1.4: Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

Policy AQ-1.5: Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region.

Sensitive Receptors

Policy AQ-2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.

Policy AQ-2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.

Policy AQ-2.3: Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

Mobile Pollution Sources

Policy AQ-3.2: Seek new cooperative relationships between employers and employees to reduce vehicle miles.

Policy AQ-3.3: Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.

Policy AQ-3.4: Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.

Stationary Pollution Sources

Policy AQ-4.1: Require the use of all feasible building materials/methods which reduce emissions.

Policy AQ-4.2: Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

Policy AQ-4.5: Require stationary pollution sources to minimize the release of toxic pollutants through:

- Design features;
- Operating procedures;
- Preventive maintenance;
- Operator training; and

- Emergency response planning.

Policy AQ-4.6: Require stationary air pollution sources to comply with applicable air district rules and measures.

Policy AQ-4.7: To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB (Air Basin), the Environmental Protection Agency and the California Air Resources Board.

Policy AQ-4.9: Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

Efficiency and Conservation

Policy AQ-5.1: Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

Policy AQ-5.2: Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.

Policy AQ-5.4: Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Jobs-to-Housing-Ratio

Policy AQ-8.2: Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods.

Policy AQ-8.6: Encourage employment centers in close proximity to residential uses.

Policy AQ-8.8: Promote land use patterns which reduce the number and length of motor vehicle trips.

Policy AQ-8.9: Promote land use patterns that promote alternative modes of travel.

Multi-jurisdictional Coordination

Policy AQ-9.2: Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.

Trip Reduction

Policy AQ-10.1: Encourage trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.

GHG Emissions Reduction Focus Areas

Policy AQ-20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments.

Policy AQ-20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

Policy AQ-20.14: Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.

Policy AQ-20.18: Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).

Policy AQ-20.20: Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.

5.0 ENERGY CONSERVATION MANAGEMENT

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

5.1 State

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

California Code of Regulations (CCR) Title 20

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

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

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

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

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

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

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

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

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

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

Executive Order N-79-20

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

Senate Bill 100

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

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018 that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Currently there are approximately 350,000 electric vehicles operating in California, which represents approximately 1.5 percent of the 24 million vehicles total currently operating in California. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California to be zero emission electric vehicles. Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018 and

requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

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

Assembly Bill 1493

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

The second set of regulations "Pavley II" was developed in 2010, and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards were developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles and these GHG emissions standards are currently being implemented nationwide.

The EPA has performed a midterm evaluation of the longer-term standards for model years 2022-2025, and based on the findings of this midterm evaluation, the EPA proposed The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026 that amends the corporate average fuel economy (CAFE) and GHG emissions standards for light vehicles for model years 2021 through 2026. The SAFE Vehicles Rule was published on April 30, 2020 and made effective on June 29, 2020.

5.2 Local – County of Riverside

The applicable energy plan for the proposed project is the *County of Riverside General Plan 2035*, December 8, 2015. The applicable energy-related policies in the General Plan for the proposed project are shown in Table D.

Table D – Applicable County of Riverside General Plan Energy-Related Policies

Policy No.	General Plan Policy
AQ 4.1	Require the use of all feasible building materials/ methods which reduce emissions.
AQ 4.2	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
AQ 4.3	Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.
AQ 4.4	Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.
AQ 5.4	Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.
AQ 20.7	Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)
AQ 20.8	Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby. (AI 115, 117, 146)
AQ 20.9	Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)
AQ 20.10	Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)
AQ 20.11	Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment. (AI 147)
AQ 20.18	Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.). (AI 147)

Source: County of Riverside, 2015.

6.0 GLOBAL CLIMATE CHANGE MANAGEMENT

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

6.1 International

In 1988, the United Nations established the IPCC to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement and on January 21, 2021 President Biden signed an executive order rejoining the Paris Agreement.

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

6.2 Federal – United States Environmental Protection Agency

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

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

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

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

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

On April 30, 2020, the EPA and the National Highway Safety Administration published the Final Rule for the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). Part One of the Rule revokes California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California, which results in one emission standard to be used nationally for all passenger cars and light trucks that is set by the EPA.

6.3 State

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

In 2008, CARB approved a Climate Change Scoping Plan that proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary

actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB, 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017 CARB adopted the California's 2017 Climate Change Scoping Plan, November 2017 (CARB, 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. In addition, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

Executive Order N-79-20

EO N-79-20 establish targets for when all new vehicles and equipment are zero-emission and is described in more detail above in Section 5.1 under Energy Conservation Management.

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

The Title 24 Part 6 standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the Title 24 Part 6 building standards would also reduce GHG emissions, since as detailed above in Section 3.3 Greenhouse Gas Emissions Inventory, energy use for residential and commercial buildings creates 9.7 percent of the GHG emissions in the State.

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

The CalGreen Building standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the CalGreen Building standards would also reduce GHG emissions, since as detailed above under Title 24, Part 6, energy usage from buildings creates 9.7 percent of GHG emissions in the State.

Senate Bill 100

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

Executive Order B-48-18 and Assembly Bill 2127

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

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

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea

levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in Executive Order B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-29-15

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

Assembly Bill 341 and Senate Bills 939 and 1374

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

Senate Bill 375

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

The Connect SoCal (SCAG, 2020) provides a 2035 GHG emission reduction target of 19 percent reduction over the 2005 per capita emissions levels. The Connect SoCal include new initiatives of land use, transportation and technology to meet the 2035 new 19 percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS. However, new provisions of CEQA incentivize, through streamlining and other

provisions, qualified projects that are consistent with an approved SCS and categorized as "transit priority projects."

Assembly Bill 1109

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

Executive Order S-1-07

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

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

Senate Bill 97

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

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

- Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the GHG emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project

complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.

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

Assembly Bill 32

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

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

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

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

Executive Order S-3-05

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

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

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

Assembly Bill 1493

AB 1493 or the Pavley Bill sets tailpipe GHG emissions limits for passenger vehicles in California as well as fuel economy standards and is described in more detail above in Section 5.1 under Energy Conservation Management.

6.4 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Air Basin. To that end, as a regional agency, the SCAQMD works directly with SCAG, county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

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

<u>SCAQMD Working Group</u>

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

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Connect SoCal and 2019 FTIP addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Connect SoCal, 2019FTIP, and AQMP are based on projections originating within the City and County General Plans.

6.5 Local – County of Riverside

Local jurisdictions, such as the County of Riverside, have the authority and responsibility to reduce GHG emissions through their police power and decision-making authority. Specifically, the County is responsible for the assessment and mitigation of GHG emissions resulting from its land use decisions. In accordance with CEQA requirements and the CEQA review process, the County assesses the global climate change potential of new development projects, requires mitigation of potentially significant global climate change impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

County of Riverside General Plan

The *County of Riverside General Plan*, prepared December 2015, provides the following GHG emissions-related goals and policies that are applicable to the proposed project.

GHG Emissions Reduction Focus Areas

Policy AQ-20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments.

Policy AQ-20.5: Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations.

Policy AQ-20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

Policy AQ-20.14: Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.

Policy AQ-20.18: Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).

Policy AQ-20.20: Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.

County of Riverside Climate Action Plan

The County of Riverside has adopted the *County of Riverside Climate Action Plan* (CAP) that was revised November 2019 (County of Riverside, 2019). The CAP was updated in 2019 in order to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The CAP has developed a process for determining significance of greenhouse gas impacts from new development projects that includes (1) apply an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project greenhouse gas emissions that exceed the threshold level. The CAP has provide a threshold of 3,000 $MTCO_2e$ per year used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

The CAP was developed in compliance with AB 32 and meets the CEQA Guideline requirements to fulfill cumulative mitigation for GHG emissions. Each mitigation measure provided in the CAP Screening Tables is assigned a point value and according to the document, if a project garners at least 100 points, it will be consistent with the reduction quantities anticipated in the County's CAP.

7.0 ATMOSPHERIC SETTING

7.1 South Coast Air Basin

The project site is located within unincorporated western Riverside County, which is part of the Air Basin that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

7.2 Local Climate

The climate of western Riverside County, technically called an interior valley subclimate of the Southern California's Mediterranean-type climate, is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. The clouds and fog that form along the area's coastline rarely extend as far inland as western Riverside County. When morning clouds and fog form, they typically burn off quickly after sunrise. The most important weather pattern from an air quality perspective is associated with the warm season airflow across the densely populated areas located west of the project site. This airflow brings polluted air into western Riverside County late in the afternoon. This transport pattern creates unhealthful air quality that may extend to the project site particularly during the summer months.

Winds are an important parameter in characterizing the air quality environment of a project site because they both determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in western Riverside County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but as discussed above, these coastal winds carry significant amounts of industrial and automobile air pollutants from the densely urbanized western portion of the Air Basin into the interior valleys which become trapped by the mountains that border the eastern and northern edges of the Air Basin.

In the summer, strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the Air Basin, there is not enough traffic in inland valleys to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

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

Table E – Monthly Climate Data

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Total Precipitation (inches)
January	65.3	34.7	1.63
February	68.1	37.5	1.93
March	68.3	38.9	1.29
April	74.2	41.6	1.04
May	79.6	47.5	0.16
June	85.3	51.7	0.06
July	96.7	57.4	0.33
August	96.9	58.7	0.06
September	90.8	53.2	0.35
October	82.5	47.1	0.14
November	72.0	40.5	1.97
December	64.5	34.9	1.45
Annual	**78.7**	**45.3**	**10.42**

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6816

7.3 Monitored Local Air Quality

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

SCAQMD has divided the Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in Air Monitoring Area 24, Perris Valley. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used; Perris Monitoring Station (Perris Station) and Lake Elsinore W Flint Street Monitoring Station (Lake Elsinore Station).

The Perris Station is located approximately 3.7 miles south of the project site at 237 ½ N. D Street, Perris and the Lake Elsinore Station is located approximately 11.5 miles southwest of the project site at 506 W Flint Street, Lake Elsinore. The monitoring data is presented in Table F and shows the most recent three years of monitoring data available from CARB. Ozone and PM10 were measured at the Perris Station and NO_2 and PM2.5 were measured at the Lake Elsinore Station. CO measurements have not been provided,

since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013.

Table F – Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year[1] 2018	2019	2020
Ozone: [1]			
Maximum 1-Hour Concentration (ppm)	0.117	0.118	0.125
Days > CAAQS (0.09 ppm)	**31**	**28**	**34**
Maximum 8-Hour Concentration (ppm)	0.103	0.095	0.106
Days > NAAQS (0.070 ppm)	**67**	**64**	**74**
Days > CAAQs (0.070 ppm)	**68**	**66**	**77**
Nitrogen Dioxide:[2]			
Maximum 1-Hour Concentration (ppb)	41.3	38.0	43.6
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM10):[1]			
Maximum 24-Hour National Measurement (ug/m^3)	64.4	97.0	92.3
Days > NAAQS (150 ug/m^3)	0	0	0
Days > CAAQS (50 ug/m^3)	**2**	**4**	**6**
Annual Arithmetic Mean (AAM) (ug/m^3)	30.2	25.8	33.4
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):[2]			
Maximum 24-Hour California Measurement (ug/m^3)	31.3	17.6	41.6
Days > NAAQS (35 ug/m^3)	0	0	0
Annual Arithmetic Mean (AAM) (ug/m^3)	6.7	ND	7.2
Annual > NAAQS and CAAQS (12 ug/m^3)	No	ND	No

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.

[1] Data obtained from the Perris Station.

[2] Data obtained from the Lake Elsinore Station.

Source: http://www.arb.ca.gov/adam/

Ozone

During the last three years, the State 1-hour concentration standard for ozone has been exceeded between 28 and 34 days each year at the Perris Station. The State 8-hour ozone standard has been exceeded between 66 and 77 days each year over the last three years at the Perris Station. The Federal 8-hour ozone standard has been exceeded between 64 and 74 days each year over the last three years at the Perris Station. Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only

in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of Southern California contribute to the ozone levels experienced at this monitoring station, with the more significant areas being those directly upwind.

Nitrogen Dioxide

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

Particulate Matter

The State 24-hour concentration standard for PM10 has been exceeded between 2 and 6 days each year over the past three years at the Perris Station. Over the past three years the Federal 24-hour standard for PM10 has not been exceeded at the Perris Station. The annual PM10 concentration at the Perris Station has exceeded the State standard for the past three years and has not exceeded the Federal standard for the past three years.

Over the past three years the federal 24-hour concentration standard for PM2.5 has not been exceeded at the Lake Elsinore Station. The annual PM2.5 concentrations at the Lake Elsinore Station has not exceeded either the State and Federal standards for the past three years. There does not appear to be a noticeable trend for PM10 or PM2.5 in either maximum particulate concentrations or days of exceedances in the area. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

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

7.4 Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the MATES-V Study (SCAQMD, 2021), the project site has an estimated cancer risk of 347 per million persons chance of cancer. In comparison, the average cancer risk for the Air Basin is 455 per million persons. The MATES V study that monitored air toxins between May 1, 2018 to April 30, 2019 found that cancer risk from air toxics has declined significantly in the Air Basin with a 40 percent decrease in cancer risk since the monitoring for the MATES IV study that occurred between July 1, 2012 and June 30, 2013.

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

8.0 MODELING PARAMETERS AND ASSUMPTIONS

8.1 CalEEMod Model Input Parameters

The criteria air pollution and GHG emissions impacts created by the proposed project have been analyzed through use of CalEEMod Version 2020.4.0. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the South Coast Air Basin portion of Riverside County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

The project characteristics in the CalEEMod model were set to a project location of the South Coast Air Basin portion of Riverside County, a Climate Zone of 10, utility company of Southern California Edison, and project opening year of 2023.

Land Use Parameters

The proposed project consists of development of a of a 350,481 square foot warehouse, of which 280,385 square feet would be utilized as high-cube transload and short-term storage and 70,096 square feet would be utilized as high-cube cold-storage. The proposed warehouse would have a truck loading area with 43 dock doors on the east side of the building with truck 66 trailer parking spaces located on the east side of the truck loading area. A total of 244 automobile parking spaces will be provided that will be located on the north, south and west sides of the warehouse. Approximately 6.94 acres of the project site would be paved. The proposed project's land use parameters that were entered into the CalEEMod model are shown in Table G.

Table G – CalEEMod Land Use Parameters

Proposed Land Use	Land Use Subtype in CalEEMod	Land Use Size[1]	Lot Acreage[2]	Building/Paving[3] (square feet)
Unrefrigerated Warehouse	Unrefrigerated Warehouse No Rail	280.385 TSF	7.92	280,385
Refrigerated Warehouse	Refrigerated Warehouse No Rail	70.096 TSF	2.64	70,096
Paved Area (Truck Loading Area, Driveways, and Parking Lots)	Parking Lot	6.94 AC	6.94	302,306

Notes:
[1] TSF = Thousand Square Feet; AC = Acre
[2] Lot acreage calculated based on the total project site of 17.50-acres.
[3] Building/Paving square feet represent area where architectural coatings will be applied. Paved area based on CalEEMod default values.

Construction Parameters

Construction of the proposed project is anticipated to start around March 2022 and would be completed in 16 months. The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The phases of construction activities that have been analyzed are detailed below and include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building construction, 5) Paving; and 6) Application of architectural coatings.

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

Demolition

The demolition phase would consist of demolishing the existing approximately 12 structures on the project site that total approximate 21,000 square feet of building space, which was entered into the CalEEMod model. The CalEEMod model calculated that demolition activities would generate a total of 96 haul truck trips (average 4.8 haul truck trips per day over duration of demolition phase).

The demolition phase has been modeled as starting in March 2022 and would occur over four weeks, which is based on the CalEEMod default timing. The demolition activities would require 15 worker trips per day. In order to account for water truck emissions, six vendor truck emissions were added to the demolition phase. The onsite equipment would consist of one concrete/industrial saw, three excavators, and two rubber tired dozers, which is based on the CalEEMod default equipment mix. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Site Preparation

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

Grading

The grading phase would occur after completion of the site preparation phase and was modeled as occurring over six weeks, which is based on the CalEEMod default timing. The grading activities are anticipated to be balanced, which would not require any dirt to be imported or exported from the project site. The onsite equipment would consist of two excavators, one grader, one rubber-tired dozer, two scrapers, and two crawler tractors, which replaced the CalEEMod default value of two of either tractors, loaders, or backhoes, in order to provide a more conservative analysis. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Building Construction

The building construction would occur after the completion of the grading phase and was modeled as occurring over 14 months, which is based on the CalEEMod default timing. The building construction phase would generate 274 worker trips and 107 vendor trips per day. The onsite equipment would consist of the simultaneous operation of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix.

Paving

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

Architectural Coating

The application of architectural coatings was modeled as occurring concurrently with the final six months of the building construction phase and concurrent with the paving phase. The architectural coating phase was modeled based on covering 525,722 square feet of non-residential interior area, 175,241 square feet of non-residential exterior area, and 18,138 square feet of parking area. The architectural coating phase would generate 55 worker trips per day. The onsite equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix.

Operational Emissions Modeling

The operations-related criteria air pollutant emissions and GHG emissions created by the proposed project have been analyzed through use of the CalEEMod model. The proposed project was analyzed in the CalEEMod model based on the land use parameters provided above and the parameters entered for each operational emission source is described below.

Mobile Sources

Mobile sources include emissions the additional vehicle miles generated from the proposed project. The daily vehicle trip rates associated with the proposed project have been obtained from *Seaton Avenue and Cajalco Road High-Cube Warehouse Focused Traffic Analysis* (Traffic Analysis), prepared by Translutions, Inc., August 19, 2021. The Traffic Analysis found that the proposed project would generate a total of 541 daily trips, of which would consist of the following breakdown: 427 passenger cars, 19 2-axle trucks, 26 3-axle trucks, and 69 4+ axle trucks.

According to *Review of SCAQMD Staff Comments and Testimony on Warehouse Projects*, prepared by Southern California Leadership Council, March 14, 2014, SCAQMD requires that truck trip length should be set to 40 miles in CalEEMod. In order to account for the longer truck trip length in CalEEMod, the 114 daily truck trips were analyzed under the "Refrigerated Warehouse" land use, where the trip length was set to 40 miles. For the 427 passenger car daily trips, the trips were analyzed under the "Unrefrigerated Warehouse" land use in CalEEMod. The passenger car trip lengths were based on the default trip lengths. The vehicle trips rate utilized in the CalEEMod model are provided in Table H.

Table H – Inventory of Vehicle Trips During Operation of Proposed Project

Land Use Type in CalEEMod	Vehicle Type	Land Use Size[1]	Daily Trip Generation Rates	
			Trips Rates[2]	Total Daily Trips
Unrefrigerated Warehouse No Rail	Passenger Cars	280.385 TSF	1.52 per TSF	427
Refrigerated Warehouse No Rail	Trucks	70.096 TSF	1.63 per TSF	114
Parking Lot	--	6.94 AC	0 per AC	0

Notes:
[1] TSF = Thousand Square Foot; AC = Acre.
[2] Daily Trip rates obtained from the Traffic Analysis (Translutions, Inc., 2021).

In order to account for the 19 2-axle trucks, 26 3-axle trucks, and 69 4+ axle trucks that were analyzed under the Refrigerated Warehouse land use, the vehicle mix utilized in the CalEEMod model was adjusted to match the truck generation rates provided in the Traffic Analysis. In addition, the vehicle mix for the Unrefrigerated Warehouse land use was also adjusted to remove the truck trips from this land use. The vehicle mixes utilized in the CalEEMod model are shown in Table I. No other changes were made to the CalEEMod default mobile source parameters.

Table I – Fleet Mix During Operation of Proposed Project

Land Use	LDA	LDT1	LDT2	MDV	LHD2	MHD	HHD	MCY
Unrefrigerated Warehouse No Rail (Passenger Cars)	0.576	0.060	0.186	0.152	0	0	0	0.026
Refrigerated Warehouse No Rail (Trucks)	0	0	0	0	0.167	0.228	0.605	0

Notes:
LDA = Light Duty Auto; LDT1 = Light-Duty Trucks (less than 3,750 pounds gross vehicle weight rating [GVWR]); LDT2 = Light-Duty Trucks (3,751 to 6,000 pounds GVWR); MDV = Medium-Duty Trucks (6,000 to 8,500 pounds GVWR); LHD2 = Light-Heavy-Duty Trucks 2 (GVWR 10,001 to 14,000 pounds); MHD = Medium-Heavy-Duty Trucks (GVWR 19,501 to 33,000 pounds); HHD = Heavy-Heavy-Duty Trucks (GVWR 33,000+ pounds); and MCY = motorcycles.
[1] The Refrigerated Warehouse Truck fleet mix was based on the Truck Fleet Mix provided in the Traffic Analysis (Translutions, Inc., 2021), with 2-axle trucks analyzed as LHD2, 3-axle trucks analyzed as MHD, and 4+-axle trucks analyzed as HHD.

Area Sources

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

Energy Usage

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

Solid Waste

Waste includes the GHG emissions associated with the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. The analysis was based on the default CalEEMod waste generation rate of 329 tons of solid waste per year from the proposed project. No changes were made to the default solid waste parameters or mitigation measures in the CalEEMod model.

Water and Wastewater

Water includes the water used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The analysis was based on the default CalEEMod unmitigated water usage rate of 81,048,500 gallons per year of water use. No changes were made to the default water and wastewater parameters in the CalEEMod model.

The CalEEMod "mitigation" of the use of low flow faucets and toilets and use of smart irrigation system controllers were selected to account for the implementation of the 2019 CCR Title 24 Part 11 (CalGreen) requirements, which lowered the calculated water use for the proposed project to 68,405,000 gallons per year.

Off-Road Equipment

The primary activity that would require the use of off-road equipment would be associated with forklifts unloading/loading of truck deliveries. As detailed above, operation of the proposed project is anticipated to generate 114 daily truck trips. Based on 15 minutes of unloading/loading activities per truck trip, this would result in 28.5 hours of forklift activities per day, which was analyzed in CalEEMod as four forklifts operating 7 hours per day. In order to account for Project Design Feature 2, that restricts the operation of any non-electric-powered off-road equipment on the project site during long-term operations of the project, the forklifts were analyzed based on being electric-powered.

Since it is unclear if the electricity consumed by the proposed electric-powered forklifts is included in the CalEEMod Model, the electricity consumed by the electric forklifts has been calculated and added to the CalEEMod model, which likely results in double counting but provides for a conservative analysis. According to https://www.conger.com/electric-forklifts-vs-propane/ a typical electric forklift consumes 15,000 kWh per year. As such, the estimated four forklifts would consume 60,000 kWh per year. The 60,000 kWh per year was added to the Nontitle 24 electricity use for the Parking Lot land use, since the default value for this land use is zero. Since the Parking Lot is 302,306 square feet, the 60,000 kWh of electricity use equates to 0.20 kWh per size per year that was entered into the CalEEMod model.

8.2 Energy Use Calculations

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

Construction-Related Energy Use

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

Off-Road Construction Equipment

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

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

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

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

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

Unit Conversion – Converts pounds to gallons = 7.109

Table J shows the off-road construction equipment fuel calculations based on the above formula. Table J shows that the off-road equipment utilized during construction of the proposed project would consume 71,957 gallons of fuel.

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

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Demolition						
Concrete/Industrial Saw	1	81	0.73	8	160	543
Excavators	3	158	0.38	8	480	1,488
Rubber Tired Dozers	2	247	0.4	8	320	1,632
Site Preparation						
Rubber Tired Dozers	3	247	0.4	8	240	1,224
Crawler Tractors	4	212	0.43	8	320	1,506
Grading						
Excavators	2	158	0.38	8	480	1,488
Graders	1	187	0.41	8	240	950
Rubber Tired Dozers	1	247	0.4	8	240	1,224
Scrapers	2	367	0.48	8	240	1,224
Crawler Tractors	2	212	0.43	8	480	2,259
Building Construction						
Cranes	1	231	0.29	7	2,100	7,263
Forklifts	3	89	0.2	8	7,200	7,355
Generator Sets	1	84	0.74	8	2,400	8,562
Tractors/Loaders/Backhoes	3	97	0.37	7	6,300	12,977
Welders	1	46	0.45	8	2,400	2,851
Paving						
Pavers	2	130	0.42	8	2,080	5,863
Paving Equipment	2	132	0.36	8	2,080	5,103
Rollers	2	80	0.38	8	2,080	3,629
Architectural Coating						
Air Compressor	1	78	0.48	6	780	1,676
	Total Off-Road Equipment Fuel Used during Construction (gallons)					**71,957**

Notes:

[1] Based on: 20 days for Demolition, 10 days for Site Preparation, 30 days for Grading; 300 days for Building Construction; 130 days for Paving; and 130 days for Architectural Coating.
Source: CalEEMod Version 2020.4.0 (see Appendix A); CARB, 2017.

On-Road Construction-Related Vehicle Trips

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as detailed above in Section 8.1. The calculated total construction miles were then divided by the fleet average for the South Coast Air Basin portion of Riverside County miles per gallon rates for the year 2022 calculated through use of the EMFAC2017 model (https://www.arb.ca.gov/emfac/2017/) and the EMFAC2017 model printouts are shown in Appendix B. The worker trips were based on the entire fleet average miles per gallon rate for gasoline powered vehicles and the vendor trips were based on the Heavy-Heavy Duty Truck (HHDT), Medium Duty Vehicle (MDV), and Medium Heavy Duty Vehicle (MHDV) fleet average miles per gallon rate for diesel-powered vehicles. Table K shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations.

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

Vehicle Trip Types	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Demolition						
Worker Trips	15	14.7	221	4,410	26.0	170
Vendor Truck Trips	6	6.9	41	828	8.2	101
Haul Truck Trips	4.8	20	96	1,920	8.2	233
Site Preparation						
Worker Trips	18	14.7	265	2,646	26.0	102
Vendor Truck Trips	6	6.9	41	414	8.2	50
Grading						
Worker Trips	20	14.7	294	8,820	26.0	339
Vendor Truck Trips	6	6.9	41	1,242	8.2	151
Building Construction						
Worker Trips	274	14.7	4,028	1,208,340	26.0	46,495
Vendor Truck Trips	107	6.9	738	221,490	8.2	26,929
Paving						
Worker Trips	15	14.7	221	28,665	26.0	1,103
Architectural Coating						
Worker Trips	55	6.9	809	105,105	26.0	4,044
		Total Fuel Used from On-Road Construction Vehicles (gallons)				**79,718**

Notes:
[1] Based on: 20 days for Demolition, 10 days for Site Preparation, 30 days for Grading; 300 days for Building Construction; 130 days for Paving; and 130 days for Architectural Coating.
[2] From EMFAC 2017 model (see Appendix B). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck portion fleet of diesel vehicles.
Source: CalEEMod Version 2020.4.0; CARB, 2018.

Table K shows that the on-road construction-related vehicle trips would consume 79,718 gallons of fuel and as detailed above, Table J shows that the off-road construction equipment would consume 71,957

gallons of fuel. This would result in the total consumption of 151,675 gallons of petroleum fuel from construction of the proposed project.

Operations-Related Energy Use

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

Operational Petroleum Fuel

The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run as detailed above in Section 8.1, which found that operation of the proposed project would generate 1,826,477 vehicle miles traveled per year from autos and would generate 1,551,496 vehicle miles traveled per year from trucks. The calculated total operational miles were then divided by the South Coast area portion of Riverside County fleet average rates of 26.0 miles per gallon for automobiles and the fleet average rate of 8.2 miles per gallon for trucks, which was calculated through use of the EMFAC2017 model and based on the year 2022. The EMFAC2017 model printouts are shown in Appendix B. Based on the above calculation methodology, the operation of automobiles would consume 70,280 gallons per year and from trucks would consume 188,632 gallons per year. The total petroleum use from operation of both autos and trucks for the proposed project would be 258,913 gallons per year.

Operational Electricity Use

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

- Parking Lot (Truck Loading Area, Driveways, Parking Lots, and Electric Forklifts) – 166,269 kWh/year
- Refrigerated Warehouse – 2,790,000 kWh/year
- Unrefrigerated Warehouse – 650,493 kWh/year

Based on the above, it is anticipated that the proposed project would utilize 3,609,382 kWh per year of electricity.

Operational Natural Gas Use

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

- Parking Lot (Truck Loading Area, Driveways, and Parking Lots) – 0 kBTU/year
- Refrigerated Warehouse – 3,558,350 kBTU/year
- Unrefrigerated Warehouse – 397,025 kBTU/year

Based on the above, it is anticipated that the proposed project will use 3,955,375 kBTU per year, which is equivalent to 3,955 mega-British Thermal units (MBTU) per year of natural gas.

8.3 Toxic Air Contaminant Emissions Modeling

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

Model Selection

The Lakes AERMOD View Version 10.2.1 using the latest version of the AERMOD model (21112) was used for all dispersion modeling. Key dispersion modeling options selected included the regulatory default options and urban modeling option for Riverside County with a population of 2,189,641. Flagpole receptor height was set to 0 meters, which is based on SCAQMD recommended modeling parameters. AERMAP model (18081), the terrain pre-processor for AERMOD, was run with a USGS 7.5-meter map of Steele Peak that covers the local project area.

Meteorological Data

Meteorological data from the SCAQMD's Perris Monitoring Site was selected for this modeling application. The SCAQMD's meteorological data is provided at: https://www.aqmd.gov/home/air-quality/meteorological-data/data-for-aermod. Five full years of meteorological data were collected at the Perris Station by the SCAQMD for 2010, 2011, 2014, 2015, and 2016. The SCAQMD processed the data for input to the model. An elevation of 442 meters was utilized for the Perris Station per SCAQMD guidance. Figure 3 shows the wind rose for the Perris Station.

Receptor Grid

The nearest sensitive receptors that may be impacted by the proposed project are two single-family homes located across Seaton Avenue, approximately 140 feet from the southwest corner of the project site. There is also a Buddhist Temple, located approximately 280 feet southwest of the southwest corner of the project site. There are also nearby homes located approximately 760 feet south of the project site on Vista Del Lago, approximately 740 feet west of the project site on Cajalco Road, approximately 780 feet north of the project site on Marquez Road, and approximately 1,000 feet northeast of the project site on Cajalco Road. Discrete receptors were placed at eight representative nearby sensitive receptors. Figure 4 shows the locations of the sources and receptors modeled in the AERMOD model for TAC emissions.

Building Inputs

In order to account for building downwash (air turbulence caused by wind blowing over the proposed warehouse) attributes associated with the proposed project, the proposed warehouse structure was inputted into the AERMOD model as a polygonal building with a 44-foot height.

EMFAC2017 Model

The truck travel and truck idling emission rates were obtained from the EMFAC2017 model Version 1.0.2. The EMFAC2017 model is the latest emissions inventory model released by CARB that calculates motor vehicle emissions from vehicles operating on roads in California. The EMFAC2017 includes the latest data

on California's car and truck fleets and travel activity and also reflects the emissions reductions associated with CARB's recent rulemaking, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy-Duty Vehicle GHG Regulations.

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

The cancer risk analysis is based on a 30-year analysis period. Therefore, the analysis period was segmented into three age sensitivity time periods, consistent with the cancer risk estimation methodology. Although, DPM is a subset of PM2.5 emission, in order to provide a conservative analysis, DPM has been analyzed as PM10 emissions, which includes all of PM2.5 emission plus particulates that range between 2.5 and 10 micrometers. The DPM PM10 truck running emission rates utilized in this assessment are shown in Table L; the DPM PM10 truck idling emission rates utilized in this assessment are shown in Table M.

Table L – EMFAC2017 Diesel Truck Running PM10 Emission Rates

Vehicle Class	Speed (mph)	EMFAC2017 PM10 Running Emissions Rates (grams/mile)		
		2023 to 2025	2026 to 2040	2041 to 2052
Truck 1	10	0.0490	0.0291	0.0172
	35	0.0186	0.0125	0.0120
Truck 2	10	0.0098	0.0088	0.0083
	35	0.0075	0.0072	0.0072

Source: EMFAC2017 version 1.0.2.

Table M – EMFAC2017 Diesel Truck Idling PM10 Emission Rates

Vehicle Class	EMFAC2017 PM10 Idling Emissions Rates (grams/hour)		
	2023 to 2025	2026 to 2040	2041 to 2052
Truck 1	0.786	0.790	0.796
Truck 2	0.013	0.011	0.010

Source: EMFAC2017 version 1.0.2.

TAC Emission Sources

Operational DPM emissions would be generated from diesel truck running and idling emissions, and from TRUs. Project Design Feature 1 requires all off-road equipment used during operation of the project, including forklifts, are required to be electric-powered. As such, no DPM emissions would be created from off-road equipment during operation of the proposed project.

Operational Truck Travel

As detailed above in Section 8.1 and in the Traffic Analysis (Translutions, 2021), the proposed project would generate 19 2-axle, 26 3-axle, and 69 4+-axle daily truck trips generated by the proposed project. The 19 2-axle truck trips were analyzed based on the Truck 1 and the 95 3-axle and 4+-axle trucks were analyzed based on the Truck 2 emission rates from the EMFAC2017 model. The project-related truck

emissions have been analyzed separately for truck travel and truck idling that utilized emission rates from the EMFAC model.

The truck trip distribution on the onsite driveways and offsite roads have been obtained from the Traffic Analysis (Translutions, 2021). The emission rates utilized in the AERMOD model were calculated by converting the emissions created for one truck to grams per second and then calculating the time it takes to travel the road length and multiplying this time by the per day and then dividing by 24 hours. The calculated emission rates are shown in Table N. The diesel truck line volume source truck routes were modeled with a 6-foot plume height, a 3-foot release height, and 12-foot plume width for the onsite driveways and Seaton Avenue and a 40-foot width on Cajalco Expressway.

Table N – AERMOD Model Operational DPM Truck Travel Emissions Sources

Source ID	Description	Daily Truck Trips[1]	Length of Truck Route (meters)	DPM Emission Rates (grams/second) 2023-2025	2026-2040	2041-2052
		Onsite Roads				
DW1	2-axle Truck Trips	6	370	7.43E-07	4.41E-07	2.61E-07
	3-axle and 4+-axle Truck Trips	29		5.68E-06	3.98E-06	3.80E-06
	Project Driveway 1	**34**		**6.42E-06**	**4.42E-06**	**4.06E-06**
DW2	2-axle Truck Trips	10	327	1.10E-06	6.50E-07	3.84E-07
	3-axle and 4+-axle Truck Trips	48		8.37E-06	5.87E-06	5.61E-06
	Project Driveway 2	57		**9.46E-06**	**6.52E06**	5.99E-06
DW3	2-axle Truck Trips	4	202	2.71E-07	1.61E-07	9.51E-08
	3-axle and 4+-axle Truck Trips	19		2.07E-06	1.45E-06	1.39E-06
	Project Driveway 3	**23**		**2.34E-06**	**1.61E-06**	**1.48E-06**
		Offsite Roads				
SEATON1	2-axle Truck Trips	5	243	1.54E-07	1.03E-07	9.92E-08
	3-axle and 4+-axle Truck Trips	24		1.67E-06	1.66E-06	1.66E-06
	Seaton Ave DW 2 to DW 1	**29**		**1.83E-06**	**1.77E-06**	**1.76E-06**
SEATON2	2-axle Truck Trips	15	99	2.00E-07	1.35E-07	1.29E-07
	3-axle and 4+-axle Truck Trips	76		2.18E-06	2.16E-06	2.16E-06
	Seaton Ave DW 1 to Cajalco Rd	91		**2.38E-06**	**2.30E-06**	**2.29E-06**
CAJALCOW	2-axle Truck Trips	3	390	1.48E-07	9.96E-08	9.56E-08
	3-axle and 4+-axle Truck Trips	14		1.61E-06	1.60E-06	1.60E-06
	Cajalco Rd West of Seaton Ave	17		**1.76E-06**	**1.70E-06**	**1.70E-06**
CAJALCOM	2-axle Truck Trips	15	152	3.08E-07	2.07E-07	1.99E-07
	3-axle and 4+-axle Truck Trips	76		6.22E-07	5.98E-07	5.95E-07
	Cajalco Expwy Seaton Ave to DW 3	91		**9.31E-07**	**8.05E-07**	**7.94E-07**
CAJALCOE	2-axle Truck Trips	16	412	8.89E-07	5.96E-07	5.72E-07
	3-axle and 4+-axle Truck Trips	81		6.24E-06	4.71E-06	4.58E-06
	Cajalco Expwy East of DW 3	**97**		**7.13E-06**	**5.30E-06**	**5.15E-06**

Notes:
[1] Daily truck trips represent one-way trips (i.e., entering the project site or leaving the project site equal one trip).
Source: Translutions, Inc., 2021.

Onsite Truck Idling

The onsite diesel truck idling emissions were modeled as two point sources, with one point source located at the northernmost loading dock and the other point source located at the southernmost loading dock, with the truck idling emissions split evenly between the two point sources. The analysis was based on each truck delivery idling on the project site for 15 minutes or 5 minutes for arriving to the loading area, 5 minutes for leaving the loading area, and 5 minutes for queueing activities at the loading area. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location.

The idling point source was modeled in the AERMOD model with a 3.84-meter height, a 0.1-meter diameter, a velocity of 50 meters per second, and a temperature of 366°K, which were obtained from *Guidance for Air Dispersion Modeling*, prepared by San Joaquin Valley Air Pollution Control District. The idling point source emission rates entered into the AERMOD model are shown in Table O. The idling source emissions were determined by multiplying 15 minutes by the daily truck operations and dividing it by 24 hours in order to determine the percent of daily idling time. The daily idling time was then multiplied by the EMFAC2017 emissions rates that are detailed above and were converted to grams per second.

Table O – AERMOD Model Operational DPM Truck Idling Emissions Sources

Source ID	Description	Daily Truck Deliveries[1]	DPM Emission Rates (grams/second)		
			2023-2025	2026-2040	2041-2052
IDLEN	2-axle Truck Trips	4.8	1.08E-05	1.09E-05	2.19E-05
	3-axle and 4+-axle Truck Trips	23.8	9.24E-08	7.54E-07	1.38E-06
	Idling North Total	**28.5**	**1.17E-05**	**1.16E-05**	**2.33E-05**
IDLES	2-axle Truck Trips	4.8	1.08E-05	1.09E-05	2.19E-05
	3-axle and 4+-axle Truck Trips	23.8	9.24E-07	7.54E-07	1.38E-06
	Idling South Total	**28.5**	**1.17E-05**	**1.16E-05**	**2.33E-05**

Notes:
[1] Each daily truck delivery represent two trips (i.e., one entering the project site and one leaving the project site).
Source: EMFAC2017; Translutions, Inc, 2021.

Transport Refrigeration Units

As detailed above in Section 1.3, 70,096 square feet of the proposed warehouse would be utilized as high-cube cold-storage. According to the Traffic Analysis (Translutions, 2021), the cold storage portion of the warehouse would generate a total of 53 daily truck trips or 26.5 daily truck deliveries that may have an operational TRU. The TRUs operating at the proposed warehouse have been modeled as operating for 30 minutes per delivery.

The TRU emissions were calculated through use of the DPM emission rates provided in the OFFROAD2011 Emissions Summary, Attachment D, prepared by CARB, August 2011, which provides DPM average emission rates from TRUs in California for the years 2012 to 2040 in grams per brake horsepower-hour. The years 2041 to 2052 were based on the year 2040 emission factors. This report also details that the average horsepower of TRUs is 34 horsepower and the load factor is 0.53. The calculated OFFROAD2011 TRU emissions rates are shown in Table P.

Table P – OFFROAD2011 TRU Emission Rates

Scenario	OFFROAD2011 PM Emission Rates (grams/horsepower-hour)	DPM Emission Rates[1] (grams/hour)
Average Year 2023 to 2025	0.096	1.725
Average Years 2026 to 2040	0.048	0.856
Average Years 2041 to 2052	0.010	0.180

Notes:
[1] Calculated based on an average of 34 horsepower, a load factor of 0.53.
Source: OFFROAD2011.

The TRU emissions have been analyzed in the AERMOD model as two point sources, with one point source located at the northernmost loading dock and the other point source located at the southernmost loading dock, with the truck idling emissions split evenly between the two point sources. The TRU point sources were analyzed based on each TRU operating onsite for 30 minutes per truck delivery, a release height of 3.84 meters, a gas exit temperature of 501°K, a stack inside diameter of 0.04 meter, and an exit velocity of 50 meters per second, which were obtained from *Guidance for Air Dispersion Modeling*, prepared by San Joaquin Valley Air Pollution Control District. The TRU emission rates used in the AERMOD model are shown in Table Q.

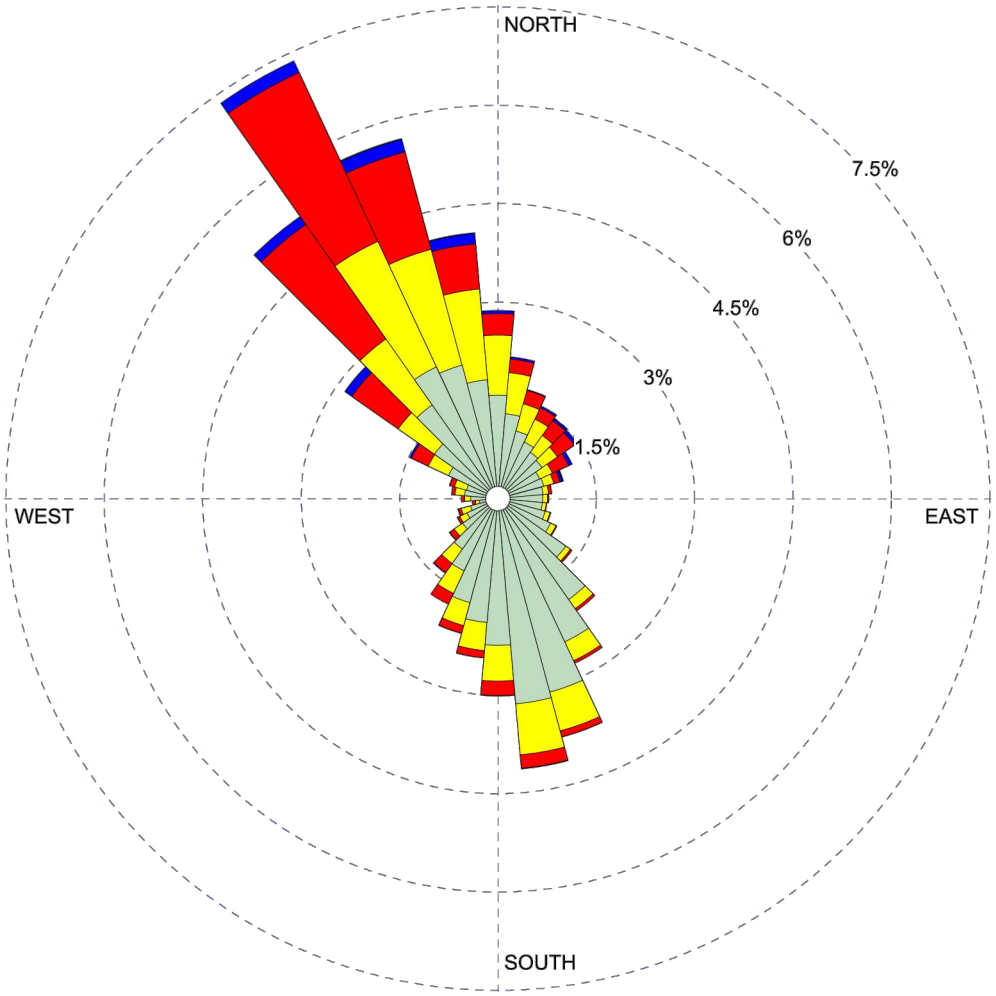
Table Q – AERMOD Model DPM Transport Refrigeration Unit Emissions Sources

Source ID	Description	Daily TRU Operations	DPM Emission Rates (grams/second)		
			2023-2025	2026-2040	2041-2052
TRUN	TRU emissions North	13.25	1.32E-04	6.56E-05	1.38E-05
TRUS	TRU emissions South	13.25	1.32E-04	6.56E-05	1.38E-05

Source: CARB 2011; Translutions, Inc., 2021.

WIND ROSE PLOT:
Station #3171

DISPLAY:
Wind Speed
Direction (blowing from)



WIND SPEED
(Knots)

- >= 21.58
- 17.11 - 21.58
- 11.08 - 17.11
- 7.00 - 11.08
- 4.08 - 7.00
- 0.97 - 4.08

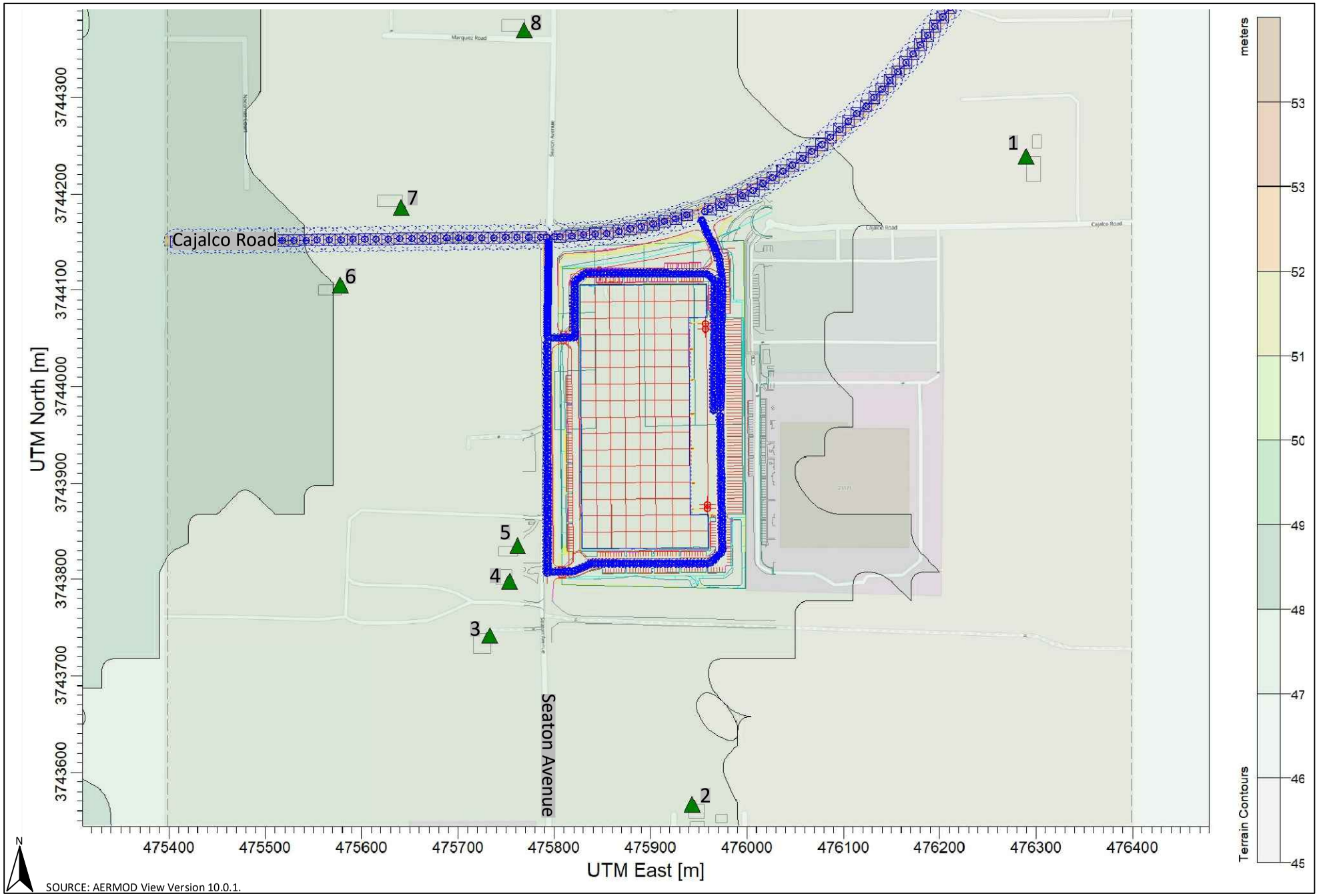
Calms: 25.40%

COMMENTS:	DATA PERIOD: **Start Date: 1/1/2010 - 00:00** **End Date: 12/31/2016 - 23:59**	COMPANY NAME:	
		MODELER:	
	CALM WINDS: **25.40%**	TOTAL COUNT: **43476 hrs.**	
	AVG. WIND SPEED: **3.03 Knots**	DATE: **11/5/2021**	PROJECT NO.:

WRPLOT View - Lakes Environmental Software

VISTA ENVIRONMENTAL

Figure 3
Perris Monitoring Station Wind Rose



SOURCE: AERMOD View Version 10.0.1.

VISTA ENVIRONMENTAL

Figure 4
AERMOD Model Sources and Receptors Placement

9.0 THRESHOLDS OF SIGNIFICANCE

9.1 Regional Air Quality

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

Table R – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

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

Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

9.2 Local Air Quality

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

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. As detailed above in Section 7.3, the project site is located in Monitoring Area 24, which covers the Perris Valley.

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

Table S lists all of the construction equipment modeled in CalEEMod and utilizes the methodology in the Fact Sheet to calculate the acres disturbed per day. As shown in Table S, the maximum disturbed per day would occur during the grading phase when 4-acres would be disturbed. As such, the 2-acre and 5-acre project sites shown in the Look-Up Tables were interpolated in order to calculate the 4-acre threshold that has been utilized in this analysis.

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

Construction Activity	Equipment Type	Equipment Quantity	Acres Disturbed per piece of Equipment per Day[1]	Operating Hours per Day	Acres Disturbed per Day
Demolition	Concrete/Industrial Saw	1	0	8	0
	Excavators	3	0	8	0
	Rubber Tired Dozers	2	0.5	8	1.0
		Total Acres Disturbed per Day During Demolition			1.0
Site Preparation	Rubber Tired Dozers	3	0.5	8	1.5
	Crawler Tractors	4	0.5	8	2.0
		Total Acres Disturbed per Day During Site Preparation			3.5
Grading	Graders	1	0.5	8	0.5
	Excavators	2	0	8	0
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
	Crawler Tractors	2	0.5	8	1.0
		Total Acres Disturbed per Day During Grading			4.0
Building Construction	Cranes	1	0	7	0
	Forklifts	3	0	8	0
	Generator Sets	1	0	8	0
	Tractors/Loaders/Backhoes	3	0	7	0
	Welders	1	0	8	0
		Total Acres Disturbed per Day During Building Construction			0
Paving	Pavers	2	0	8	0
	Paving Equipment	2	0	8	0
	Rollers	2	0	8	0
		Total Acres Disturbed per Day During Paving			0
Architectural Coating	Air Compressor	1	0	6	0
		Total Acres Disturbed per Day During Architectural Coating			0
		Maximum Acres Disturbed during All Construction Activities			**4.0**

Notes:
[1] Based on the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds where crawler tractors, graders, and rubber-tired dozers disturb 0.5-acre in an 8-hour day and scrapers disturb 1.0-acre in an 8-hour day. All other equipment disturb 0 acres per 8-hour day.
Source: CalEEMod Version 2020.4.0; SCAQMD, 2015.

The nearest sensitive receptors to the project site are two single-family homes located across Seaton Avenue, approximately 140 feet (43 meters) from the southwest corner of the project site. In order to provide a conservative analysis, the 25 meter threshold was utilized. Table T below shows the LSTs for NO_2, PM10 and PM2.5 for both construction and operational activities.

Table T – SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Construction	237	1,346	11	7
Operation	237	1,346	3	2

Notes:
[1] The nearest sensitive receptors to the project site are two single-family homes located approximately 140 feet (43 meters) west of the project site. In order to provide a conservative analysis, the 25-meter threshold was utilized.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 24, Perris Valley.

9.3 Toxic Air Contaminants

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

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

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

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

9.4 Odor Impacts

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

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

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

9.5 Energy Conservation

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

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

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

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

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

9.6 Greenhouse Gas Emissions

The *County of Riverside Climate Action Plan* (CAP) was adopted on December 2015 and revised on November 2019. The 2015 CAP utilized a GHG emissions reduction target of a 15 percent decrease from 2008 levels by the year 2020, in order to meet the requirements of AB 32 and SB 375. The County's 2008 GHG emissions were calculated at 7,012,938 $MTCO_2e$ and in order to reach the reduction target, the County of Riverside will need to reduce community-wide emissions to 5,960,998 $MTCO_2e$ by the year 2020. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2030 target is an interim year goal set to make it possible to reach the ultimate goal of reducing GHG emissions 80 percent below 1990 levels by 2050. The 2019 CAP provides several new measures to meet the 2030 target

that include promoting energy efficiency, renewable energy and development and promotion of zero-emission vehicles, water conservation and increased waste diversion.

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP has provided a threshold of 3,000 $MTCO_2e$ per year to be used to identify projects that require the use of Screening Tables. If the 3,000 $MTCO_2e$ per year threshold is exceeded, than specific mitigation from the CAP's Screening Tables will be selected to garner a total of 100 points or greater. According to the CAP, such projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for greenhouse gas emissions.

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

10.0 IMPACT ANALYSIS

10.1 CEQA Thresholds of Significance

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

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

10.2 Air Quality Compliance

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

SCAQMD Air Quality Management Plan

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

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

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

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

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

Both of these criteria are evaluated in the following sections.

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

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

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

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Connect SoCal and 2019 FTIP. The Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the County of Riverside General Plan's Land Use Plan and more specifically the Mead Valley Area Plan defines the assumptions that are represented in AQMP.

The project site is currently designated Light Industrial (LI) in the General Plan and is zoned Light Agriculture (A-1-1 and R-A-1). Although the proposed storage project is an allowed use under the Light Industrial General Plan land use designation, the proposed project would require a zone change to Industrial Park (I-P). Since the proposed project does not require a General Plan Amendment, implementation of the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

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

Level of Significance

Less than significant impact.

10.3 Cumulative Net Increase in Non-Attainment Pollution

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

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

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

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

Construction Emissions

The construction activities for the proposed project are anticipated to include demolition of the approximately 12 structures that are currently on the project site, site preparation and grading of the 17.50 gross acre project site, building construction of the warehouse, paving of the truck loading areas, driveways, and parking lots, and application of architectural coatings. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1. The

worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table U and the CalEEMod daily printouts are shown in Appendix A. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table U also shows the combined regional criteria pollutant emissions from building construction (year 2023), paving and architectural coating phases of construction.

Table U – Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition (Year 2022)[1]						
Onsite[2]	2.64	25.72	20.59	0.04	1.65	1.22
Offsite[3]	0.08	0.95	0.82	0.00	0.30	0.09
Total	**2.72**	**26.67**	**21.42**	**0.04**	**1.95**	**1.31**
Site Preparation (Year 2022)[1]						
Onsite[2]	4.48	50.41	20.01	0.06	9.83	5.93
Offsite[3]	0.08	0.32	0.81	0.00	0.24	0.07
Total	**4.56**	**50.73**	**20.81**	**0.06**	**10.07**	**5.99**
Grading (Year 2022)[1]						
Onsite[2]	4.28	47.51	29.20	0.07	5.50	3.18
Offsite[3]	0.09	0.32	0.89	0.00	0.27	0.07
Total	**4.37**	**47.83**	**30.08**	**0.07**	**5.76**	**3.25**
Building Construction (Year 2022)						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	1.25	5.49	12.50	0.05	3.83	1.09
Total	**2.96**	**21.11**	**28.86**	**0.07**	**4.64**	**1.85**
Combined Year 2023 Building Construction, Paving, and Architectural Coatings						
Onsite	28.57	25.88	32.64	0.05	1.28	1.20
Offsite	1.38	4.51	14.06	0.05	4.58	1.26
Total	**29.95**	**30.39**	**46.70**	**0.10**	**5.86**	**2.46**
Maximum Daily Construction Emissions	**29.95**	**50.73**	**46.70**	**0.10**	**10.07**	**5.99**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: CalEEMod Version 2020.4.0.

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

Construction-Related Local Impacts

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

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

Table V shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed above in Section 9.2. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table V also shows the combined local criteria pollutant emissions from year 2023 building construction, paving and architectural coating phases of construction.

Table V – Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Demolition[2]	25.84	20.70	1.69	1.23
Site Preparation[2]	50.45	20.11	9.86	5.93
Grading[2]	47.55	29.31	5.53	3.19
Building Construction (Year 2022)	16.30	17.93	1.29	0.90
Combined Building Construction (Year 2023), Paving and Architectural Coatings	27.82	34.64	1.97	1.46
Maximum Daily Construction Emissions	**50.45**	**34.64**	**9.86**	**5.93**
SCAQMD Local Construction Thresholds[3]	**237**	**1,346**	**11**	**7**
Exceeds Threshold?	No	No	No	No

Notes:
[1] The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.
[2] Demolition, Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[3] The nearest offsite sensitive receptors to the project site are two single-family homes located approximately 140 feet (43 meters) west of the project site. In order to provide a conservative analysis, the 25-meter threshold was utilized.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 24, Perris Valley.

The data provided in Table V shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction, paving, and architectural coatings phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

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

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table W and the CalEEMod daily emissions printouts are shown in Appendix A. It should be noted that operation of the proposed project may create truck idling emissions in excess of what is calculated in CalEEMod as well as create TRU emissions that were not included in the emissions calculations shown in Table W.

Table W – Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	7.96	0.00	0.04	0.00	0.00	0.00
Energy Usage[2]	0.12	1.13	0.95	0.01	0.09	0.09
Mobile Sources[3]	1.90	17.69	20.85	0.13	7.84	2.29
Off-Road Equipment[4]	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions	**9.99**	**18.81**	**21.83**	**0.14**	**7.93**	**2.38**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from electricity (including electric forklifts) and natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 2 requires all off-road equipment to be electric-powered).
Source: Calculated from CalEEMod Version 2020.4.0.

The data provided in Table W shows that the analyzed criteria pollutants would be well below the regional emissions thresholds and even with the potential of the project generating additional criteria pollutant emissions from excessive truck idling and TRU emissions, it can be reasonably concluded that the total project criteria emissions would not exceed the SCAQMD's regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Friant Ranch Case

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

In order to determine compliance with this Case, the Court developed a multi-part test that includes the following:

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

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

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

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

On the other hand, for extremely large regional projects (unlike the proposed project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NOx and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone. As shown above in Table U, project-related construction activities would generate a maximum of 29.95 pounds per day of VOC and 50.73 pounds per day of NOx and as shown above in Table W, operation of the proposed project would generate 9.99 pounds per day of VOC and 18.81 pounds per day NOx. The proposed project would not generate anywhere near these levels of 6,620 pounds per day of

NOx or 89,190 pounds per day of VOC emissions. Therefore, the proposed project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

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

Operations-Related Local Air Quality Impacts

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

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

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

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards[3]. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances, onsite TRU usage, and onsite truck idling may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity,

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

even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table X shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, onsite TRUs, onsite truck idling, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table X – Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources	0.00	0.04	0.00	0.00
Energy Usage	1.13	0.95	0.09	0.09
Mobile Sources[1]	2.21	2.61	0.98	0.29
Off-Road Equipment[2]	0.00	0.00	0.00	0.00
Transport Refrigeration Units[3]	2.53	1.43	0.05	0.05
Truck Idling[4]	1.10	1.03	0.01	0.01
Total Emissions	**6.96**	**6.05**	**1.13**	**0.43**
SCAQMD Local Operational Thresholds[5]	**237**	**1,346**	**3**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[3] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 requires all off-road equipment to be electric-powered).
[3] The TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3. According to (CARB, 2011), TRUs in year 2020 emit 4.8 grams per hour of NOx and 2.72 grams per hour of CO.
[4] The truck idling emissions were calculated with same methodology as the idling emissions analyzed above in Section 8.3 and the idling emissions rates for year 2023 from EMFAC2017 (see Appendix B).
[5] The nearest sensitive receptors to the project site are two single-family homes located approximately 140 feet (43 meters) west of the project site. In order to provide a conservative analysis, the 25-meter threshold was utilized.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 24, Perris Valley

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

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

Level of Significance

Less than significant impact.

10.4 Sensitive Receptors

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 10.3 for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are two single-family homes that are located across Seaton Avenue, approximately 140 feet from the southwest corner of the project site. There is also a Buddhist Temple, located approximately 280 feet southwest of the southwest corner of the project site.

Construction-Related Sensitive Receptor Impacts

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

Local Criteria Pollutant Impacts from Construction

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

Toxic Air Contaminants Impacts from Construction

Construction activities are anticipated to generate TAC emissions from DPM associated with the operation of trucks and off-road equipment and from possible asbestos in the structures to be demolished.

Diesel Particulate Matter Emissions

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

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

purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, due to the limitations in off-road construction equipment DPM emissions from implementation of Section 2448, a less than significant short-term TAC impacts would occur during construction of the proposed project from DPM emissions.

Asbestos Emissions

It is possible that the existing onsite structures to be demolished contains asbestos. According to SCAQMD Rule 1403 requirements, prior to the start of demolition activities, the existing structures located onsite shall be thoroughly surveyed for the presence of asbestos by a person that is certified by Cal/OSHA for asbestos surveys. Rule 1403 requires that the SCAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. Therefore, through adherence to the asbestos removal requirements, detailed in SCAQMD Rule 1403, a less than significant asbestos impact would occur during construction of the proposed project

As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

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

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above in Section 10.3 shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided above in Section 10.3 found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

The proposed project consists of development of a warehouse that would generate DPM emissions from diesel truck operations and from transport refrigeration units (TRUs), which are known sources of TACs. The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model and the model input parameters detailed above in Section 8.3. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

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

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

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

Where:

C_{air} [Concentration in air ($\mu g/m^3$)] = (Calculated by AERMOD Model)

DBR [Daily breathing rate (L/kg body weight – day)]

A [Inhalation absorption factor]

EF [Exposure frequency (days/year)]

ED [Exposure duration (years)]

10^6 [Micrograms to milligrams conversion]

AT [Average time period over which exposure is averaged in days]

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

Table Y – Cancer Risk Calculation Parameters

Parameter	Operations		
	2023 – 2025 (3rd Trimester to 2 years)	**2026 – 2040 (2 to 16 years)**	**2041 – 2052 (16 to 30 years)**
Cancer Potency Factor (mg/kg-day) for DPM	1.1	1.1	1.1
Daily Breathing Rate (L/kg body weight-day)	1,009(1)	572	261
Inhalation Absorption Factor	1	1	1
Exposure Frequency (days/year)	350	350	350
Exposure Duration (years)	2.25	14	13.75
Age Sensitivity Factor	10	3	1
Fraction of Time at Home	1.0	1.0	1.0
Averaging Time[2] (days)	25,550	25,550	25,550
Potential Cancer Risk =	C_{air} * 342	C_{air} * 362	C_{air} * 39.5

Notes:

[1] Based on 95th percentile breathing rate of 361 for 3rd trimester for 3 months and 1,090 for 0 to 2 years for 24 months (OEHHA, 2015; SCAQMD, 2017).
[2] Based on a 70-year average lifetime (OEHHA, 2015; SCAQMD, 2017)

Table Z provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors. Receptor 3 is located at the Buddhist Temple, southwest of the project site and all other receptors are located at nearby homes. Appendices C, D, and E provide the AERMOD printouts.

Table Z – Project Operational DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location		Annual PM10 Concentration (µg/m³)			Cancer Risk Per Million People[2]
	X	Y	2023-2025	2026-2040	2041-2052	
1	476,290	3,744,239	0.0029	0.0016	0.0007	1.6
2	475,943	3,743,567	0.0040	0.0022	0.0008	2.2
3	475,733	3,743,742	0.0037	0.0021	0.0009	2.1
4	475,754	3,743,798	0.0050	0.0028	0.0013	2.8
5	475,762	3,743,835	0.0062	0.0036	0.0017	3.5
6	475,578	3,744,106	0.0030	0.0018	0.0008	1.7
7	475,641	3,744,186	0.0039	0.0023	0.0011	2.2
8	475,769	3,744,370	0.0053	0.0029	0.0011	2.9
					Threshold of Significance	**10**
					Exceed Threshold?	**No**

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figure 4.
[2] The residential cancer risk based on: C_{air} (2023-2025) * 342 + C_{air} (2026-2040) * 362 + C_{air} (2041-2052) * 39.5.
Source: Calculated from ISC-AERMOD View Version 10.2.1.

Table Z shows that the cancer risk from the proposed project's DPM emissions would be as high as 3.5 per million persons at Receptor 5 that is located at the homes located across Seaton Avenue from the southwest corner of the project site. The TAC concentrations at the nearby sensitive receptors would be within the SCAQMD's threshold of 10 per million persons. Therefore, operation of the proposed project would result in a less than significant impact due to the cancer risk from TAC emissions.

Non-Cancer Risks

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from chronic illnesses, which is detailed below. According to the OEHHA, no acute risk had been found to be created from DPM, so there is no acute AREL assigned to DPM and no further analysis is provided as no acute impact would be created from the DPM emissions created by the proposed project.

Chronic Health Impacts

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the

proposed project and is calculated from the annual average concentrations of PM10. The relationship for non-cancer chronic health effects is given by the equation:

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

Where,

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

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

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

The REL_{DPM} is 5 $\mu g/m^3$. The Office of Environmental Health Hazard Assessment has established this concentration as protective for the respiratory system. As shown above in Table Z, the AERMOD model found that the highest annual off-site concentration is 0.0041 $\mu g/m^3$ for DPM chronic non-cancer risk emissions. The resulting Hazard Index is:

$$HI_{DPM} = 0.0041 / 5 = 0.000826$$

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

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

Level of Significance

Less than significant impact.

10.5 Odor Emissions

The proposed project would not result in other emissions, such as those leading to odors that would adversely affect a substantial number of people. The local concentrations of criteria pollutant emissions, TAC emissions, and CO concentrations that may adversely impact a substantial number of people have been analyzed above in Section 10.4 for both construction and operations, which found that these types of emissions would create less than significant impacts. As such, the following analysis is limited to odors that would have the potential to adversely affect a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of

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

Construction-Related Odor Impacts

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

Operations-Related Odor Impacts

The proposed project would consist of the development of a warehouse. Operation of the proposed project may create odors from diesel truck emissions, and from trash storage bins. Pursuant to County regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 and County trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Level of Significance

Less than significant impact

10.6 Energy Consumption

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

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal,

and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2019, Southern California Edison, who provides electricity to the project vicinity provided 80,913 Gigawatt-hours per year of electricity[4].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2019, Riverside County consumed 452.99 Million Therms of natural gas[5].

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 1,052 million gallons of gasoline and 148 million gallons of diesel was sold in Riverside County[6].

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

Construction Energy

The construction activities for the proposed project are anticipated to include demolition of the approximately 12 structures that are currently on the project site, site preparation and grading of the 17.50 gross acre project site, building construction of the warehouse, paving of the truck loading areas, driveways, and parking lots, and application of architectural coatings. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities);
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,

4 Obtained from: http://www.ecdms.energy.ca.gov/elecbyutil.aspx
5 Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx
6 Obtained from: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

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

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

Construction-Related Natural Gas

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

Construction-Related Petroleum Fuel Use

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

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown above in Section 8.2, which found that the off-road equipment utilized during construction of the proposed project would consume 71,957 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions shown above in Section 8.2, which found that the on-road trips generated from construction of the proposed project would consume 79,718 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed project would result in the consumption of 151,675 gallons of petroleum fuel.

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

Operational Energy

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

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As detailed above in Section 8.3 the proposed project would consume 3,321,195 kilowatt-hours per year of electricity. It should be noted that, the proposed project would comply with all Federal, State, and County requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity and no mitigation measures would be required.

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. As detailed above in Section 8.3 the proposed project would consume 3,995 MBTU per year of natural gas. It should be noted that, the proposed project would comply with all Federal, State, and County requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title

24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As detailed above in Section 8.2 the proposed project would consume 192,194 gallons of petroleum fuel per year from vehicle travel. It should be noted that the proposed project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

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

Level of Significance

Less than significant impact.

10.7 Energy Plan Consistency

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the *County of Riverside General Plan 2035*, December 8, 2015. The proposed project's consistency with the applicable energy-related policies in the General Plan are shown in Table AA.

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

Policy No.	General Plan Policy	Proposed Project Implementation Actions
AQ 4.1	Require the use of all feasible building materials/ methods which reduce emissions.	**Consistent.** The proposed structures will be designed to meet the 2019 Title 24 Part 6 building standards that require enhanced insulation in order to reduce energy usage and associated emissions.
AQ 4.2	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.	**Consistent.** The proposed structures will be designed to meet the 2019 Title 24 Part 11 building standards that require all installed appliances to be energy efficient.

Policy No.	General Plan Policy	Proposed Project Implementation Actions
AQ 4.3	Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.	**Consistent.** The proposed structures will be designed to meet the 2019 Title 24 Part 11 building standards that require the use of occupant sensors.
AQ 5.4	Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	**Consistent.** The proposed project has been designed to incorporate energy-efficient design elements that include site orientation and the use of shade trees to reduce fuel consumption.
AQ 20.7	Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)	**Consistent.** The proposed project consists of development of a warehouse in close proximity to existing residential uses, in an area that has more housing than jobs. As such, the project will support achieving appropriate jobs-housing balance within the community.
AQ 20.9	Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)	**Consistent.** The proposed project is currently developed and will increase the development density on the project site. As such the infrastructure in the vicinity of the project site was designed of adequate size to support the proposed project and only minimal offsite improvements to infrastructure will be required as a result of development of the proposed project.
AQ 20.10	Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)	**Consistent.** The proposed project has been designed to incorporate energy-efficient design elements that include solar orientation and shading.
AQ 20.11	Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment. (AI 147)	**Consistent.** The proposed structures will be designed to meet the 2019 Title 24 Part 6 and Title 24 Part 11 building standards that require the installation of energy efficient lights, appliances and ventilation systems as well as the installation of low-flow fixtures and use of water efficient irrigation systems.
AQ 20.18	Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.). (AI 147)	**Consistent.** The proposed warehouse will be designed to meet the Title 24 Part 11 building standards that require all new non-residential structures to be designed to be rooftop PV solar ready, which includes installing electrical conduit to the rooftops as well as structurally designing the rooftops to be able to hold the additional load created from PV systems.

Source: County of Riverside, 2015.

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

Level of Significance

Less than significant impact.

10.8 Generation of Greenhouse Gas Emissions

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of the development of a warehouse. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Section 8.1 above. A summary of the results is shown below in Table BB and the CalEEMod model run annual printouts are provided in Appendix F. It should be noted that operation of the proposed project may create truck idling emissions in excess of what is calculated in CalEEMod as well as create TRU emissions that were not included in the GHG emissions calculations shown in Table BB.

Table BB – Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	0.01	0.00	0.00	0.01
Energy Usage[2]	863.68	0.06	0.01	868.31
Mobile Sources[3]	2,243.95	0.05	0.27	2,325.01
Off-Road Equipment[4]	0.00	0.00	0.00	0.00
Solid Waste[5]	66.88	3.95	0.00	165.68
Water and Wastewater[6]	179.66	2.24	0.05	251.89
Construction[7]	44.18	0.01	0.00	44.86
Total Emissions	3,398.36	6.31	0.33	**3,655.76**
County of Riverside CAP Threshold of Significance				**3,000**

Notes:

[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

[2] Energy usage consists of GHG emissions from electricity (including electric forklifts) and natural gas usage.

[3] Mobile sources consist of GHG emissions from vehicles.

[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 requires all off-road equipment to be electric-powered).

[5] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.

[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

[7] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2020.4.0.

The data provided in Table BB shows that the proposed project would result in 3,655.76 $MTCO_2e$ per year. According to the County of Riverside CAP threshold of significance detailed above in Section 9.6, if the 3,000 $MTCO_2e$ per year threshold is exceeded, than specific mitigation from the CAP's Screening Tables will be selected to garner a total of 100 points or greater. Therefore, a potential significant GHG emissions impact would be created from the proposed project. It should be noted that the proposed project may create more GHG emissions than what is shown in Table BB, from excessive truck idling and TRU emissions, however a higher level of GHG emissions created by the proposed project would not change the finding of a potentially significant impact, nor would it change the proposed mitigation detailed below.

Mitigation Measure 1 has been provided that requires that the project applicant to submit to the County prior to the issuance of a building permit, the County Climate Action Plan Screening Tables showing that the project would achieve a minimum of 100 points or greater of GHG reduction measures. It should be

noted that as the tenant of the proposed warehouse has not yet been determined, it is not feasible to identify the 100 points of GHG reduction measures at this time.

According to the CAP, such projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for greenhouse gas emissions. Therefore, with implementation of Mitigation Measure 1, GHG emissions from the proposed project is determined to be less than significant. It should also be noted, that the proposed warehouse will be required to meet the 2019 Title 24 Part 6 building standards that require all new structures to install enhanced insulation as well as require the installation of energy-efficient lighting and appliances. The County also requires that all new developments to institute the water conservation measures that are detailed in the California Green Building Code. In addition, the proposed project will be required to meet the requirements of Policy R2-CE1 from the CAP that requires the proposed warehouse to provide at least 20 percent of its electricity usage from renewable sources. For these reasons, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the proposed project.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1:

Prior to the issuance of a building permit, the project applicant shall submit to the County, the County's Climate Action Plan Screening Tables that show the project would achieve a minimum of 100 points or greater of GHG reduction measures.

Level of Significance after Mitigation

Less than significant impact.

10.9 Greenhouse Gas Plan Consistency

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The County of Riverside adopted the *County of Riverside Climate Action Plan* (CAP) on December 2015 and updated November 2019. The 2015 CAP utilized a GHG emissions reduction target of a 15 percent decrease from 2008 levels by the year 2020, in order to meet the requirements of AB 32 and SB 375. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2017 Settlement Agreement updated the CAP to also be in alignment with the goal and policies for new development provided in *California's 2017 Climate Change Scoping Plan,* prepared by CARB, November 2017. Specifically, the 2017 Settlement Agreement now requires all new residential developments to install EV charging stations in the garages of new residential units, requires rooftop solar PV systems to be installed on all new homes and new commercial buildings that total more than 100,000 square feet of building space, and use of high-efficiency bulbs in new traffic signals.

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for

small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The proposed project would result in 3,655.76 $MTCO_2e$ per year, which would exceed the small project screening threshold of 3,000 $MTCO_2e$ per year. As such, the proposed project will be required utilize the CAP's Screening Tables to garner a total of 100 points or greater. Therefore, a potential significant GHG plan consistency impact would be created from the proposed project.

Mitigation Measure 1 has been provided that requires that the project applicant to submit to the County prior to the issuance of a building permit, the County Climate Action Plan Screening Tables showing that the project would achieve a minimum of 100 points or greater of GHG reduction measures. It should be noted that as the tenant of the proposed warehouse has not yet been determined, it is not feasible to identify the 100 points of GHG reduction measures at this time.

According to the CAP, such projects that implement 100 points of GHG reduction measures from the Screening Tables would be determined to have a less than significant individual impact for greenhouse gas emissions. Therefore, with implementation of Mitigation Measure 1, GHG emissions from the proposed project is determined to be less than significant. It should also be noted, that the proposed warehouse will be required to meet the 2019 Title 24 Part 6 building standards that require all new structures to install enhanced insulation as well as require the installation of energy-efficient lighting and appliances. The County also requires that all new developments to institute the water conservation measures that are detailed in the California Green Building Code. In addition, the proposed project will be required to meet the requirements of Policy R2-CE1 from the CAP that requires the proposed warehouse to provide at least 20 percent of its electricity usage from renewable sources. For these reasons, with implementation of Mitigation Measure 1, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1, provided above in Section 10.8.

Level of Significance after Mitigation

Less than significant impact.

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APPENDIX A

CalEEMod Model Daily Printouts

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

Seaton Ave & Cajalco Rd Warehouse

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	70.10	1000sqft	2.64	70,096.00	0
Unrefrigerated Warehouse-No Rail	280.38	1000sqft	7.92	280,385.00	0
Parking Lot	6.94	Acre	6.94	302,306.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project site 17.5 gross acres

Construction Phase - Construction timing provided by applicant

Off-road Equipment - Grading - 2 Excavators, 1 Grader, 1 Rubber Tired Dozer, 2 Scrapers, 2 Crawler Tractors

Off-road Equipment - Site Preparation - 3 Rubber Tired Dozers and 4 Crawler Tractors

Trips and VMT - 6 vendor trucks per day added to Demo, Site Prep and Grading to account for water truck emissions

Demolition - 21,000 sq ft of existing building space to be demolished

Architectural Coating -

Vehicle Trips - Daily Trips Rates from TIA. Passenger cars analyzed under Unrefrigerated Warehouse and Trucks analyzed under Refrigerated Warehouse. Truck trip length set to 40 miles

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

Construction Off-road Equipment Mitigation - Water Exposed Area 3x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation - Install low-flow fixtures and water-efficient irrigation systems to account for 2019 Title 24 Part 11 requirements

Waste Mitigation -

Operational Off-Road Equipment - 4 forklifts 7 hr per day. Per PDF 1 , all forklifts analyzed as Electric powered

Fleet Mix - Refrigerated Warehouse Vehicle Mix set to match Truck Mix in TIA. Unrefrigerated Vehicle mix limited to passenger vehicles.

Energy Use - 60,000 kWh added to Nontitle 24 - Parking Lot to account for four electric forklifts

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	130.00
tblConstructionPhase	NumDays	20.00	130.00
tblEnergyUse	NT24E	0.00	0.20
tblFleetMix	HHD	0.02	0.61
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.58
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.3100e-003	0.17
tblFleetMix	LHD2	7.3100e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.15

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

tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MHD	0.01	0.23
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblGrading	AcresOfGrading	120.00	90.00
tblGrading	AcresOfGrading	35.00	15.00
tblLandUse	LandUseSquareFeet	70,100.00	70,096.00
tblLandUse	LandUseSquareFeet	280,380.00	280,385.00
tblLandUse	LotAcreage	1.61	2.64
tblLandUse	LotAcreage	6.44	7.92
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	7.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblVehicleTrips	CNW_TL	6.90	40.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	ST_TR	2.12	1.63
tblVehicleTrips	ST_TR	1.74	1.52
tblVehicleTrips	SU_TR	2.12	1.63
tblVehicleTrips	SU_TR	1.74	1.52
tblVehicleTrips	WD_TR	2.12	1.63

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

tblVehicleTrips	WD_TR	1.74	1.52

2.0 Emissions Summary

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	4.5597	50.7121	30.0808	0.0747	19.8966	2.1636	22.0603	10.1669	1.9907	12.1575	0.0000	7,450.7459	7,450.7459	2.2467	0.3758	7,580.3357
2023	29.9532	30.1519	46.6986	0.1052	4.5304	1.3292	5.8597	1.2171	1.2444	2.4614	0.0000	10,487.9802	10,487.9802	1.4379	0.3736	10,635.2730
Maximum	**29.9532**	**50.7121**	**46.6986**	**0.1052**	**19.8966**	**2.1636**	**22.0603**	**10.1669**	**1.9907**	**12.1575**	**0.0000**	**10,487.9802**	**10,487.9802**	**2.2467**	**0.3758**	**10,635.2730**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	4.5597	50.7121	30.0808	0.0747	7.9059	2.1636	10.0695	4.0044	1.9907	5.9950	0.0000	7,450.7459	7,450.7459	2.2467	0.3758	7,580.3357
2023	29.9532	30.1519	46.6986	0.1052	4.5304	1.3292	5.8597	1.2171	1.2444	2.4614	0.0000	10,487.9802	10,487.9802	1.4379	0.3736	10,635.2730
Maximum	**29.9532**	**50.7121**	**46.6986**	**0.1052**	**7.9059**	**2.1636**	**10.0695**	**4.0044**	**1.9907**	**5.9950**	**0.0000**	**10,487.9802**	**10,487.9802**	**2.2467**	**0.3758**	**10,635.2730**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.09**	**0.00**	**42.95**	**54.13**	**0.00**	**42.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Energy	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325
Mobile	1.9023	16.7583	20.8470	0.1317	7.6325	0.2121	7.8446	2.0884	0.2023	2.2907		13,846.2117	13,846.2117	0.2860	1.6190	14,335.8355
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**9.9893**	**17.8840**	**21.8288**	**0.1384**	**7.6325**	**0.2977**	**7.9303**	**2.0884**	**0.2880**	**2.3763**	**0.0000**	**15,196.6976**	**15,196.6976**	**0.3121**	**1.6438**	**15,694.3514**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Energy	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325
Mobile	1.9023	16.7583	20.8470	0.1317	7.6325	0.2121	7.8446	2.0884	0.2023	2.2907		13,846.2117	13,846.2117	0.2860	1.6190	14,335.8355
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**9.9893**	**17.8840**	**21.8288**	**0.1384**	**7.6325**	**0.2977**	**7.9303**	**2.0884**	**0.2880**	**2.3763**	**0.0000**	**15,196.6976**	**15,196.6976**	**0.3121**	**1.6438**	**15,694.3514**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/11/2022	5	10	
3	Grading	Grading	4/12/2022	5/23/2022	5	30	
4	Building Construction	Building Construction	5/24/2022	7/17/2023	5	300	

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

5	Paving	Paving	1/17/2023	7/17/2023	5	130	
6	Architectural Coating	Architectural Coating	1/17/2023	7/17/2023	5	130	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 6.94

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 525,722; Non-Residential Outdoor: 175,241; Striped Parking Area: 18,138 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

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

Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	6.00	96.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	274.00	107.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.0400	0.0000	1.0400	0.1575	0.0000	0.1575			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**1.0400**	**1.2427**	**2.2826**	**0.1575**	**1.1553**	**1.3127**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0152	0.6130	0.1363	2.7600e-003	0.0840	7.1300e-003	0.0911	0.0230	6.8200e-003	0.0299		294.4089	294.4089	3.9800e-003	0.0464	308.3290
Vendor	9.7600e-003	0.2537	0.0882	1.0900e-003	0.0384	3.6600e-003	0.0421	0.0111	3.5000e-003	0.0146		115.7672	115.7672	1.2300e-003	0.0172	120.9138
Worker	0.0591	0.0383	0.5980	1.5200e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		155.0309	155.0309	3.8400e-003	3.8100e-003	156.2632
Total	**0.0841**	**0.9051**	**0.8225**	**5.3700e-003**	**0.2901**	**0.0116**	**0.3017**	**0.0786**	**0.0111**	**0.0897**		**565.2070**	**565.2070**	**9.0500e-003**	**0.0674**	**585.5060**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4056	0.0000	0.4056	0.0614	0.0000	0.0614			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.4056**	**1.2427**	**1.6482**	**0.0614**	**1.1553**	**1.2167**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0152	0.6130	0.1363	2.7600e-003	0.0840	7.1300e-003	0.0911	0.0230	6.8200e-003	0.0299		294.4089	294.4089	3.9800e-003	0.0464	308.3290
Vendor	9.7600e-003	0.2537	0.0882	1.0900e-003	0.0384	3.6600e-003	0.0421	0.0111	3.5000e-003	0.0146		115.7672	115.7672	1.2300e-003	0.0172	120.9138
Worker	0.0591	0.0383	0.5980	1.5200e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		155.0309	155.0309	3.8400e-003	3.8100e-003	156.2632
Total	**0.0841**	**0.9051**	**0.8225**	**5.3700e-003**	**0.2901**	**0.0116**	**0.3017**	**0.0786**	**0.0111**	**0.0897**		**565.2070**	**565.2070**	**9.0500e-003**	**0.0674**	**585.5060**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	4.4790	50.4124	20.0053	0.0570		2.1590	2.1590		1.9862	1.9862		5,517.2355	5,517.2355	1.7844		5,561.8451
Total	**4.4790**	**50.4124**	**20.0053**	**0.0570**	**19.6570**	**2.1590**	**21.8160**	**10.1025**	**1.9862**	**12.0887**		**5,517.2355**	**5,517.2355**	**1.7844**		**5,561.8451**

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7600e-003	0.2537	0.0882	1.0900e-003	0.0384	3.6600e-003	0.0421	0.0111	3.5000e-003	0.0146		115.7672	115.7672	1.2300e-003	0.0172	120.9138
Worker	0.0709	0.0460	0.7176	1.8300e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		186.0370	186.0370	4.6100e-003	4.5800e-003	187.5158
Total	**0.0807**	**0.2997**	**0.8058**	**2.9200e-003**	**0.2396**	**4.6600e-003**	**0.2443**	**0.0644**	**4.4200e-003**	**0.0689**		**301.8042**	**301.8042**	**5.8400e-003**	**0.0218**	**308.4296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	4.4790	50.4124	20.0053	0.0570		2.1590	2.1590		1.9862	1.9862	0.0000	5,517.2355	5,517.2355	1.7844		5,561.8451
Total	**4.4790**	**50.4124**	**20.0053**	**0.0570**	**7.6662**	**2.1590**	**9.8252**	**3.9400**	**1.9862**	**5.9262**	**0.0000**	**5,517.2355**	**5,517.2355**	**1.7844**		**5,561.8451**

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

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7600e-003	0.2537	0.0882	1.0900e-003	0.0384	3.6600e-003	0.0421	0.0111	3.5000e-003	0.0146		115.7672	115.7672	1.2300e-003	0.0172	120.9138
Worker	0.0709	0.0460	0.7176	1.8300e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		186.0370	186.0370	4.6100e-003	4.5800e-003	187.5158
Total	**0.0807**	**0.2997**	**0.8058**	**2.9200e-003**	**0.2396**	**4.6600e-003**	**0.2443**	**0.0644**	**4.4200e-003**	**0.0689**		**301.8042**	**301.8042**	**5.8400e-003**	**0.0218**	**308.4296**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.2792	47.5079	29.1953	0.0715		1.9081	1.9081		1.7554	1.7554		6,926.9974	6,926.9974	2.2403		6,983.0056
Total	**4.2792**	**47.5079**	**29.1953**	**0.0715**	**9.2036**	**1.9081**	**11.1117**	**3.6538**	**1.7554**	**5.4092**		**6,926.9974**	**6,926.9974**	**2.2403**		**6,983.0056**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7600e-003	0.2537	0.0882	1.0900e-003	0.0384	3.6600e-003	0.0421	0.0111	3.5000e-003	0.0146		115.7672	115.7672	1.2300e-003	0.0172	120.9138
Worker	0.0788	0.0511	0.7973	2.0300e-003	0.2236	1.1100e-003	0.2247	0.0593	1.0300e-003	0.0603		206.7078	206.7078	5.1200e-003	5.0800e-003	208.3509
Total	**0.0886**	**0.3048**	**0.8855**	**3.1200e-003**	**0.2620**	**4.7700e-003**	**0.2668**	**0.0704**	**4.5300e-003**	**0.0749**		**322.4750**	**322.4750**	**6.3500e-003**	**0.0223**	**329.2647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	4.2792	47.5079	29.1953	0.0715		1.9081	1.9081		1.7554	1.7554	0.0000	6,926.9974	6,926.9974	2.2403		6,983.0056
Total	**4.2792**	**47.5079**	**29.1953**	**0.0715**	**3.5894**	**1.9081**	**5.4975**	**1.4250**	**1.7554**	**3.1804**	**0.0000**	**6,926.9974**	**6,926.9974**	**2.2403**		**6,983.0056**

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7600e-003	0.2537	0.0882	1.0900e-003	0.0384	3.6600e-003	0.0421	0.0111	3.5000e-003	0.0146		115.7672	115.7672	1.2300e-003	0.0172	120.9138
Worker	0.0788	0.0511	0.7973	2.0300e-003	0.2236	1.1100e-003	0.2247	0.0593	1.0300e-003	0.0603		206.7078	206.7078	5.1200e-003	5.0800e-003	208.3509
Total	**0.0886**	**0.3048**	**0.8855**	**3.1200e-003**	**0.2620**	**4.7700e-003**	**0.2668**	**0.0704**	**4.5300e-003**	**0.0749**		**322.4750**	**322.4750**	**6.3500e-003**	**0.0223**	**329.2647**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1741	4.5246	1.5733	0.0195	0.6854	0.0652	0.7506	0.1973	0.0624	0.2597		2,064.5151	2,064.5151	0.0219	0.3062	2,156.2966
Worker	1.0798	0.6998	10.9232	0.0278	3.0627	0.0153	3.0779	0.8122	0.0141	0.8263		2,831.8972	2,831.8972	0.0701	0.0697	2,854.4069
Total	**1.2539**	**5.2244**	**12.4965**	**0.0473**	**3.7480**	**0.0805**	**3.8285**	**1.0096**	**0.0765**	**1.0860**		**4,896.4123**	**4,896.4123**	**0.0920**	**0.3758**	**5,010.7035**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1741	4.5246	1.5733	0.0195	0.6854	0.0652	0.7506	0.1973	0.0624	0.2597		2,064.5151	2,064.5151	0.0219	0.3062	2,156.2966
Worker	1.0798	0.6998	10.9232	0.0278	3.0627	0.0153	3.0779	0.8122	0.0141	0.8263		2,831.8972	2,831.8972	0.0701	0.0697	2,854.4069
Total	**1.2539**	**5.2244**	**12.4965**	**0.0473**	**3.7480**	**0.0805**	**3.8285**	**1.0096**	**0.0765**	**1.0860**		**4,896.4123**	**4,896.4123**	**0.0920**	**0.3758**	**5,010.7035**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1206	3.4958	1.4394	0.0187	0.6853	0.0305	0.7158	0.1973	0.0291	0.2265		1,982.3997	1,982.3997	0.0202	0.2929	2,070.2010
Worker	1.0011	0.6186	10.0519	0.0269	3.0627	0.0144	3.0770	0.8122	0.0132	0.8255		2,756.9963	2,756.9963	0.0630	0.0643	2,777.7255
Total	**1.1217**	**4.1143**	**11.4913**	**0.0456**	**3.7480**	**0.0448**	**3.7928**	**1.0096**	**0.0424**	**1.0519**		**4,739.3960**	**4,739.3960**	**0.0832**	**0.3572**	**4,847.9265**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1206	3.4958	1.4394	0.0187	0.6853	0.0305	0.7158	0.1973	0.0291	0.2265		1,982.3997	1,982.3997	0.0202	0.2929	2,070.2010
Worker	1.0011	0.6186	10.0519	0.0269	3.0627	0.0144	3.0770	0.8122	0.0132	0.8255		2,756.9963	2,756.9963	0.0630	0.0643	2,777.7255
Total	**1.1217**	**4.1143**	**11.4913**	**0.0456**	**3.7480**	**0.0448**	**3.7928**	**1.0096**	**0.0424**	**1.0519**		**4,739.3960**	**4,739.3960**	**0.0832**	**0.3572**	**4,847.9265**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1399					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1726**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0548	0.0339	0.5503	1.4700e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		150.9305	150.9305	3.4500e-003	3.5200e-003	152.0653
Total	**0.0548**	**0.0339**	**0.5503**	**1.4700e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**150.9305**	**150.9305**	**3.4500e-003**	**3.5200e-003**	**152.0653**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1399					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1726**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0548	0.0339	0.5503	1.4700e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		150.9305	150.9305	3.4500e-003	3.5200e-003	152.0653
Total	**0.0548**	**0.0339**	**0.5503**	**1.4700e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**150.9305**	**150.9305**	**3.4500e-003**	**3.5200e-003**	**152.0653**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6387					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**25.8304**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2009	0.1242	2.0177	5.4100e-003	0.6148	2.8800e-003	0.6177	0.1630	2.6500e-003	0.1657		553.4117	553.4117	0.0126	0.0129	557.5726
Total	**0.2009**	**0.1242**	**2.0177**	**5.4100e-003**	**0.6148**	**2.8800e-003**	**0.6177**	**0.1630**	**2.6500e-003**	**0.1657**		**553.4117**	**553.4117**	**0.0126**	**0.0129**	**557.5726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6387					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**25.8304**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2009	0.1242	2.0177	5.4100e-003	0.6148	2.8800e-003	0.6177	0.1630	2.6500e-003	0.1657		553.4117	553.4117	0.0126	0.0129	557.5726
Total	**0.2009**	**0.1242**	**2.0177**	**5.4100e-003**	**0.6148**	**2.8800e-003**	**0.6177**	**0.1630**	**2.6500e-003**	**0.1657**		**553.4117**	**553.4117**	**0.0126**	**0.0129**	**557.5726**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9023	16.7583	20.8470	0.1317	7.6325	0.2121	7.8446	2.0884	0.2023	2.2907		13,846.2117	13,846.2117	0.2860	1.6190	14,335.8355
Unmitigated	1.9023	16.7583	20.8470	0.1317	7.6325	0.2121	7.8446	2.0884	0.2023	2.2907		13,846.2117	13,846.2117	0.2860	1.6190	14,335.8355

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	114.26	114.26	114.26	1,551,496	1,551,496
Unrefrigerated Warehouse-No Rail	426.18	426.18	426.18	1,826,477	1,826,477
Total	540.44	540.44	540.44	3,377,973	3,377,973

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	40.00	8.40	40.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Refrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.167000	0.228000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000

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

Unrefrigerated Warehouse-No Rail	0.576000	0.060000	0.186000	0.152000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.026000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325
NaturalGas Unmitigated	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	9934.43	0.1071	0.9740	0.8181	5.8400e-003		0.0740	0.0740		0.0740	0.0740		1,168.7562	1,168.7562	0.0224	0.0214	1,175.7015
Unrefrigerated Warehouse-No Rail	1544.04	0.0167	0.1514	0.1272	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.6515	181.6515	3.4800e-003	3.3300e-003	182.7310
Total		**0.1238**	**1.1253**	**0.9453**	**6.7500e-003**		**0.0855**	**0.0855**		**0.0855**	**0.0855**		**1,350.4077**	**1,350.4077**	**0.0259**	**0.0248**	**1,358.4325**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	9.93443	0.1071	0.9740	0.8181	5.8400e-003		0.0740	0.0740		0.0740	0.0740		1,168.7562	1,168.7562	0.0224	0.0214	1,175.7015
Unrefrigerated Warehouse-No Rail	1.54404	0.0167	0.1514	0.1272	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.6515	181.6515	3.4800e-003	3.3300e-003	182.7310
Total		**0.1238**	**1.1253**	**0.9453**	**6.7500e-003**		**0.0855**	**0.0855**		**0.0855**	**0.0855**		**1,350.4077**	**1,350.4077**	**0.0259**	**0.0248**	**1,358.4325**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Unmitigated	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.0466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3800e-003	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Total	**7.9631**	**3.3000e-004**	**0.0365**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0782**	**0.0782**	**2.1000e-004**		**0.0834**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.0466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3800e-003	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Total	**7.9631**	**3.3000e-004**	**0.0365**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0782**	**0.0782**	**2.1000e-004**		**0.0834**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	7.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Seaton Ave & Cajalco Rd Warehouse

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	70.10	1000sqft	2.64	70,096.00	0
Unrefrigerated Warehouse-No Rail	280.38	1000sqft	7.92	280,385.00	0
Parking Lot	6.94	Acre	6.94	302,306.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project site 17.5 gross acres

Construction Phase - Construction timing provided by applicant

Off-road Equipment - Grading - 2 Excavators, 1 Grader, 1 Rubber Tired Dozer, 2 Scrapers, 2 Crawler Tractors

Off-road Equipment - Site Preparation - 3 Rubber Tired Dozers and 4 Crawler Tractors

Trips and VMT - 6 vendor trucks per day added to Demo, Site Prep and Grading to account for water truck emissions

Demolition - 21,000 sq ft of existing building space to be demolished

Architectural Coating -

Vehicle Trips - Daily Trips Rates from TIA. Passenger cars analyzed under Unrefrigerated Warehouse and Trucks analyzed under Refrigerated Warehouse. Truck trip length set to 40 miles

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Winter

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

Construction Off-road Equipment Mitigation - Water Exposed Area 3x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation - Install low-flow fixtures and water-efficient irrigation systems to account for 2019 Title 24 Part 11 requirements

Waste Mitigation -

Operational Off-Road Equipment - 4 forklifts 7 hr per day. Per PDF 1 , all forklifts analyzed as Electric powered

Fleet Mix - Refrigerated Warehouse Vehicle Mix set to match Truck Mix in TIA. Unrefrigerated Vehicle mix limited to passenger vehicles.

Energy Use - 60,000 kWh added to Nontitle 24 - Parking Lot to account for four electric forklifts

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	130.00
tblConstructionPhase	NumDays	20.00	130.00
tblEnergyUse	NT24E	0.00	0.20
tblFleetMix	HHD	0.02	0.61
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.58
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.3100e-003	0.17
tblFleetMix	LHD2	7.3100e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.15

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

tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MHD	0.01	0.23
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblGrading	AcresOfGrading	120.00	90.00
tblGrading	AcresOfGrading	35.00	15.00
tblLandUse	LandUseSquareFeet	70,100.00	70,096.00
tblLandUse	LandUseSquareFeet	280,380.00	280,385.00
tblLandUse	LotAcreage	1.61	2.64
tblLandUse	LotAcreage	6.44	7.92
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	7.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblVehicleTrips	CNW_TL	6.90	40.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	ST_TR	2.12	1.63
tblVehicleTrips	ST_TR	1.74	1.52
tblVehicleTrips	SU_TR	2.12	1.63
tblVehicleTrips	SU_TR	1.74	1.52
tblVehicleTrips	WD_TR	2.12	1.63

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

tblVehicleTrips	WD_TR	1.74	1.52

2.0 Emissions Summary

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	4.5546	50.7274	29.9330	0.0745	19.8966	2.1636	22.0603	10.1669	1.9907	12.1575	0.0000	7,230.1256	7,230.1256	2.2466	0.3780	7,316.4494
2023	29.8654	30.3927	44.3748	0.1021	4.5304	1.3293	5.8598	1.2171	1.2445	2.4615	0.0000	10,167.8452	10,167.8452	1.4373	0.3765	10,315.9761
Maximum	**29.8654**	**50.7274**	**44.3748**	**0.1021**	**19.8966**	**2.1636**	**22.0603**	**10.1669**	**1.9907**	**12.1575**	**0.0000**	**10,167.8452**	**10,167.8452**	**2.2466**	**0.3780**	**10,315.9761**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	4.5546	50.7274	29.9330	0.0745	7.9059	2.1636	10.0695	4.0044	1.9907	5.9950	0.0000	7,230.1256	7,230.1256	2.2466	0.3780	7,316.4494
2023	29.8654	30.3927	44.3748	0.1021	4.5304	1.3293	5.8598	1.2171	1.2445	2.4615	0.0000	10,167.8452	10,167.8452	1.4373	0.3765	10,315.9761
Maximum	**29.8654**	**50.7274**	**44.3748**	**0.1021**	**7.9059**	**2.1636**	**10.0695**	**4.0044**	**1.9907**	**5.9950**	**0.0000**	**10,167.8452**	**10,167.8452**	**2.2466**	**0.3780**	**10,315.9761**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.09**	**0.00**	**42.95**	**54.13**	**0.00**	**42.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Energy	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325
Mobile	1.6755	17.6898	18.6194	0.1287	7.6325	0.2122	7.8447	2.0884	0.2024	2.2908		13,541.2879	13,541.2879	0.2881	1.6245	14,032.5987
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**9.7624**	**18.8155**	**19.6012**	**0.1354**	**7.6325**	**0.2979**	**7.9304**	**2.0884**	**0.2881**	**2.3764**	**0.0000**	**14,891.7738**	**14,891.7738**	**0.3142**	**1.6493**	**15,391.1146**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Energy	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325
Mobile	1.6755	17.6898	18.6194	0.1287	7.6325	0.2122	7.8447	2.0884	0.2024	2.2908		13,541.2879	13,541.2879	0.2881	1.6245	14,032.5987
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**9.7624**	**18.8155**	**19.6012**	**0.1354**	**7.6325**	**0.2979**	**7.9304**	**2.0884**	**0.2881**	**2.3764**	**0.0000**	**14,891.7738**	**14,891.7738**	**0.3142**	**1.6493**	**15,391.1146**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/11/2022	5	10	
3	Grading	Grading	4/12/2022	5/23/2022	5	30	
4	Building Construction	Building Construction	5/24/2022	7/17/2023	5	300	

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

5	Paving	Paving	1/17/2023	7/17/2023	5	130	
6	Architectural Coating	Architectural Coating	1/17/2023	7/17/2023	5	130	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 6.94

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 525,722; Non-Residential Outdoor: 175,241; Striped Parking Area: 18,138 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

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

Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	6.00	96.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	274.00	107.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.0400	0.0000	1.0400	0.1575	0.0000	0.1575			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**1.0400**	**1.2427**	**2.2826**	**0.1575**	**1.1553**	**1.3127**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0145	0.6466	0.1401	2.7600e-003	0.0840	7.1300e-003	0.0912	0.0230	6.8300e-003	0.0299		294.6337	294.6337	3.9500e-003	0.0464	308.5635
Vendor	9.3500e-003	0.2673	0.0916	1.0900e-003	0.0384	3.6700e-003	0.0421	0.0111	3.5100e-003	0.0146		115.8935	115.8935	1.2100e-003	0.0172	121.0492
Worker	0.0552	0.0398	0.4846	1.3800e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		140.4261	140.4261	3.8100e-003	3.9000e-003	141.6847
Total	**0.0790**	**0.9537**	**0.7163**	**5.2300e-003**	**0.2901**	**0.0116**	**0.3018**	**0.0786**	**0.0111**	**0.0897**		**550.9532**	**550.9532**	**8.9700e-003**	**0.0675**	**571.2974**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4056	0.0000	0.4056	0.0614	0.0000	0.0614			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.4056**	**1.2427**	**1.6482**	**0.0614**	**1.1553**	**1.2167**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0145	0.6466	0.1401	2.7600e-003	0.0840	7.1300e-003	0.0912	0.0230	6.8300e-003	0.0299		294.6337	294.6337	3.9500e-003	0.0464	308.5635
Vendor	9.3500e-003	0.2673	0.0916	1.0900e-003	0.0384	3.6700e-003	0.0421	0.0111	3.5100e-003	0.0146		115.8935	115.8935	1.2100e-003	0.0172	121.0492
Worker	0.0552	0.0398	0.4846	1.3800e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		140.4261	140.4261	3.8100e-003	3.9000e-003	141.6847
Total	**0.0790**	**0.9537**	**0.7163**	**5.2300e-003**	**0.2901**	**0.0116**	**0.3018**	**0.0786**	**0.0111**	**0.0897**		**550.9532**	**550.9532**	**8.9700e-003**	**0.0675**	**571.2974**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	4.4790	50.4124	20.0053	0.0570		2.1590	2.1590		1.9862	1.9862		5,517.2355	5,517.2355	1.7844		5,561.8451
Total	**4.4790**	**50.4124**	**20.0053**	**0.0570**	**19.6570**	**2.1590**	**21.8160**	**10.1025**	**1.9862**	**12.0887**		**5,517.2355**	**5,517.2355**	**1.7844**		**5,561.8451**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Winter

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3500e-003	0.2673	0.0916	1.0900e-003	0.0384	3.6700e-003	0.0421	0.0111	3.5100e-003	0.0146		115.8935	115.8935	1.2100e-003	0.0172	121.0492
Worker	0.0663	0.0477	0.5816	1.6600e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		168.5113	168.5113	4.5800e-003	4.6800e-003	170.0216
Total	**0.0756**	**0.3150**	**0.6732**	**2.7500e-003**	**0.2396**	**4.6700e-003**	**0.2443**	**0.0644**	**4.4300e-003**	**0.0689**		**284.4048**	**284.4048**	**5.7900e-003**	**0.0219**	**291.0708**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	4.4790	50.4124	20.0053	0.0570		2.1590	2.1590		1.9862	1.9862	0.0000	5,517.2355	5,517.2355	1.7844		5,561.8451
Total	**4.4790**	**50.4124**	**20.0053**	**0.0570**	**7.6662**	**2.1590**	**9.8252**	**3.9400**	**1.9862**	**5.9262**	**0.0000**	**5,517.2355**	**5,517.2355**	**1.7844**		**5,561.8451**

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

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3500e-003	0.2673	0.0916	1.0900e-003	0.0384	3.6700e-003	0.0421	0.0111	3.5100e-003	0.0146		115.8935	115.8935	1.2100e-003	0.0172	121.0492
Worker	0.0663	0.0477	0.5816	1.6600e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		168.5113	168.5113	4.5800e-003	4.6800e-003	170.0216
Total	**0.0756**	**0.3150**	**0.6732**	**2.7500e-003**	**0.2396**	**4.6700e-003**	**0.2443**	**0.0644**	**4.4300e-003**	**0.0689**		**284.4048**	**284.4048**	**5.7900e-003**	**0.0219**	**291.0708**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.2792	47.5079	29.1953	0.0715		1.9081	1.9081		1.7554	1.7554		6,926.9974	6,926.9974	2.2403		6,983.0056
Total	**4.2792**	**47.5079**	**29.1953**	**0.0715**	**9.2036**	**1.9081**	**11.1117**	**3.6538**	**1.7554**	**5.4092**		**6,926.9974**	**6,926.9974**	**2.2403**		**6,983.0056**

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3500e-003	0.2673	0.0916	1.0900e-003	0.0384	3.6700e-003	0.0421	0.0111	3.5100e-003	0.0146		115.8935	115.8935	1.2100e-003	0.0172	121.0492
Worker	0.0736	0.0530	0.6462	1.8400e-003	0.2236	1.1100e-003	0.2247	0.0593	1.0300e-003	0.0603		187.2348	187.2348	5.0800e-003	5.2000e-003	188.9129
Total	**0.0830**	**0.3203**	**0.7378**	**2.9300e-003**	**0.2620**	**4.7800e-003**	**0.2668**	**0.0704**	**4.5400e-003**	**0.0749**		**303.1282**	**303.1282**	**6.2900e-003**	**0.0224**	**309.9621**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	4.2792	47.5079	29.1953	0.0715		1.9081	1.9081		1.7554	1.7554	0.0000	6,926.9974	6,926.9974	2.2403		6,983.0056
Total	**4.2792**	**47.5079**	**29.1953**	**0.0715**	**3.5894**	**1.9081**	**5.4975**	**1.4250**	**1.7554**	**3.1804**	**0.0000**	**6,926.9974**	**6,926.9974**	**2.2403**		**6,983.0056**

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3500e-003	0.2673	0.0916	1.0900e-003	0.0384	3.6700e-003	0.0421	0.0111	3.5100e-003	0.0146		115.8935	115.8935	1.2100e-003	0.0172	121.0492
Worker	0.0736	0.0530	0.6462	1.8400e-003	0.2236	1.1100e-003	0.2247	0.0593	1.0300e-003	0.0603		187.2348	187.2348	5.0800e-003	5.2000e-003	188.9129
Total	**0.0830**	**0.3203**	**0.7378**	**2.9300e-003**	**0.2620**	**4.7800e-003**	**0.2668**	**0.0704**	**4.5400e-003**	**0.0749**		**303.1282**	**303.1282**	**6.2900e-003**	**0.0224**	**309.9621**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Winter

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1667	4.7668	1.6337	0.0195	0.6854	0.0654	0.7508	0.1973	0.0626	0.2599		2,066.7667	2,066.7667	0.0215	0.3067	2,158.7110
Worker	1.0087	0.7264	8.8525	0.0252	3.0627	0.0153	3.0779	0.8122	0.0141	0.8263		2,565.1163	2,565.1163	0.0697	0.0713	2,588.1062
Total	**1.1754**	**5.4931**	**10.4862**	**0.0447**	**3.7480**	**0.0807**	**3.8287**	**1.0096**	**0.0766**	**1.0862**		**4,631.8830**	**4,631.8830**	**0.0912**	**0.3780**	**4,746.8172**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1667	4.7668	1.6337	0.0195	0.6854	0.0654	0.7508	0.1973	0.0626	0.2599		2,066.7667	2,066.7667	0.0215	0.3067	2,158.7110
Worker	1.0087	0.7264	8.8525	0.0252	3.0627	0.0153	3.0779	0.8122	0.0141	0.8263		2,565.1163	2,565.1163	0.0697	0.0713	2,588.1062
Total	**1.1754**	**5.4931**	**10.4862**	**0.0447**	**3.7480**	**0.0807**	**3.8287**	**1.0096**	**0.0766**	**1.0862**		**4,631.8830**	**4,631.8830**	**0.0912**	**0.3780**	**4,746.8172**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1117	3.7073	1.4878	0.0187	0.6853	0.0306	0.7159	0.1973	0.0292	0.2266		1,987.3196	1,987.3196	0.0198	0.2939	2,075.4016
Worker	0.9383	0.6418	8.1623	0.0244	3.0627	0.0144	3.0770	0.8122	0.0132	0.8255		2,498.0863	2,498.0863	0.0627	0.0658	2,519.2595
Total	**1.0500**	**4.3492**	**9.6502**	**0.0432**	**3.7480**	**0.0449**	**3.7929**	**1.0096**	**0.0425**	**1.0520**		**4,485.4059**	**4,485.4059**	**0.0826**	**0.3597**	**4,594.6610**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1117	3.7073	1.4878	0.0187	0.6853	0.0306	0.7159	0.1973	0.0292	0.2266		1,987.3196	1,987.3196	0.0198	0.2939	2,075.4016
Worker	0.9383	0.6418	8.1623	0.0244	3.0627	0.0144	3.0770	0.8122	0.0132	0.8255		2,498.0863	2,498.0863	0.0627	0.0658	2,519.2595
Total	**1.0500**	**4.3492**	**9.6502**	**0.0432**	**3.7480**	**0.0449**	**3.7929**	**1.0096**	**0.0425**	**1.0520**		**4,485.4059**	**4,485.4059**	**0.0826**	**0.3597**	**4,594.6610**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1399					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1726**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0514	0.0351	0.4468	1.3400e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		136.7566	136.7566	3.4300e-003	3.6000e-003	137.9157
Total	**0.0514**	**0.0351**	**0.4468**	**1.3400e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**136.7566**	**136.7566**	**3.4300e-003**	**3.6000e-003**	**137.9157**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1399					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1726**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0514	0.0351	0.4468	1.3400e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		136.7566	136.7566	3.4300e-003	3.6000e-003	137.9157
Total	**0.0514**	**0.0351**	**0.4468**	**1.3400e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**136.7566**	**136.7566**	**3.4300e-003**	**3.6000e-003**	**137.9157**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6387					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**25.8304**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1883	0.1288	1.6384	4.9000e-003	0.6148	2.8800e-003	0.6177	0.1630	2.6500e-003	0.1657		501.4407	501.4407	0.0126	0.0132	505.6908
Total	**0.1883**	**0.1288**	**1.6384**	**4.9000e-003**	**0.6148**	**2.8800e-003**	**0.6177**	**0.1630**	**2.6500e-003**	**0.1657**		**501.4407**	**501.4407**	**0.0126**	**0.0132**	**505.6908**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6387					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**25.8304**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1883	0.1288	1.6384	4.9000e-003	0.6148	2.8800e-003	0.6177	0.1630	2.6500e-003	0.1657		501.4407	501.4407	0.0126	0.0132	505.6908
Total	**0.1883**	**0.1288**	**1.6384**	**4.9000e-003**	**0.6148**	**2.8800e-003**	**0.6177**	**0.1630**	**2.6500e-003**	**0.1657**		**501.4407**	**501.4407**	**0.0126**	**0.0132**	**505.6908**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6755	17.6898	18.6194	0.1287	7.6325	0.2122	7.8447	2.0884	0.2024	2.2908		13,541.2879	13,541.2879	0.2881	1.6245	14,032.5987
Unmitigated	1.6755	17.6898	18.6194	0.1287	7.6325	0.2122	7.8447	2.0884	0.2024	2.2908		13,541.2879	13,541.2879	0.2881	1.6245	14,032.5987

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	114.26	114.26	114.26	1,551,496	1,551,496
Unrefrigerated Warehouse-No Rail	426.18	426.18	426.18	1,826,477	1,826,477
Total	540.44	540.44	540.44	3,377,973	3,377,973

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	40.00	8.40	40.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Refrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.167000	0.228000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000

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

Unrefrigerated Warehouse-No Rail	0.576000	0.060000	0.186000	0.152000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.026000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325
NaturalGas Unmitigated	0.1238	1.1253	0.9453	6.7500e-003		0.0855	0.0855		0.0855	0.0855		1,350.4077	1,350.4077	0.0259	0.0248	1,358.4325

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	9934.43	0.1071	0.9740	0.8181	5.8400e-003		0.0740	0.0740		0.0740	0.0740		1,168.7562	1,168.7562	0.0224	0.0214	1,175.7015
Unrefrigerated Warehouse-No Rail	1544.04	0.0167	0.1514	0.1272	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.6515	181.6515	3.4800e-003	3.3300e-003	182.7310
Total		**0.1238**	**1.1253**	**0.9453**	**6.7500e-003**		**0.0855**	**0.0855**		**0.0855**	**0.0855**		**1,350.4077**	**1,350.4077**	**0.0259**	**0.0248**	**1,358.4325**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	9.93443	0.1071	0.9740	0.8181	5.8400e-003		0.0740	0.0740		0.0740	0.0740		1,168.7562	1,168.7562	0.0224	0.0214	1,175.7015
Unrefrigerated Warehouse-No Rail	1.54404	0.0167	0.1514	0.1272	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.6515	181.6515	3.4800e-003	3.3300e-003	182.7310
Total		**0.1238**	**1.1253**	**0.9453**	**6.7500e-003**		**0.0855**	**0.0855**		**0.0855**	**0.0855**		**1,350.4077**	**1,350.4077**	**0.0259**	**0.0248**	**1,358.4325**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Unmitigated	7.9631	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.0466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3800e-003	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Total	**7.9631**	**3.3000e-004**	**0.0365**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0782**	**0.0782**	**2.1000e-004**		**0.0834**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.0466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3800e-003	3.3000e-004	0.0365	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0782	0.0782	2.1000e-004		0.0834
Total	**7.9631**	**3.3000e-004**	**0.0365**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0782**	**0.0782**	**2.1000e-004**		**0.0834**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	7.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

EMFAC2017 Model Printouts

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Air Basin
Region: SOUTH COAST
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO.	2022	HHDT	Aggregatec	Aggregatec	GAS	77.19581	7790.40352	1544.534	1.875688287
SOUTH CO.	2022	LDA	Aggregatec	Aggregatec	GAS	6370883	246404319.3	30101253	7989.700531
SOUTH CO.	2022	LDT1	Aggregatec	Aggregatec	GAS	716397.4	26563674.69	3305301	1003.18171
SOUTH CO.	2022	LDT2	Aggregatec	Aggregatec	GAS	2182002	82381240.23	10234301	3339.886942
SOUTH CO.	2022	LHDT1	Aggregatec	Aggregatec	GAS	171358.6	6138928.512	2552988	583.2281345
SOUTH CO.	2022	LHDT2	Aggregatec	Aggregatec	GAS	29049.29	1009215.767	432791.1	110.1260053
SOUTH CO.	2022	MCY	Aggregatec	Aggregatec	GAS	288756.3	1994249.265	577512.7	54.92216124
SOUTH CO.	2022	MDV	Aggregatec	Aggregatec	GAS	1530646	54105469.86	7077024	2704.447563
SOUTH CO.	2022	MH	Aggregatec	Aggregatec	GAS	34090.76	324253.0827	3410.439	62.96118679
SOUTH CO.	2022	MHDT	Aggregatec	Aggregatec	GAS	24783.34	1316472.619	495865	259.391887
SOUTH CO.	2022	OBUS	Aggregatec	Aggregatec	GAS	5832.051	240794.901	116687.7	47.77312679
SOUTH CO.	2022	SBUS	Aggregatec	Aggregatec	GAS	2563.073	102707.6059	10252.29	11.26572543
SOUTH CO.	2022	UBUS	Aggregatec	Aggregatec	GAS	952.146	89255.99818	3808.584	18.40085629

vehicle miles per day (All Categories)	420678372	16,187	1,000 gall per day
		16,187,162	gallons per day
Fleet Avg Miles per gallon	26.0		

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Air Basin
Region: SOUTH COAST
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO.	2022	HHDT	Aggregate	Aggregate	DSL	98507.93	11795119.18	994224.5278	1762.986535
SOUTH CO.	2022	LDA	Aggregate	Aggregate	DSL	57443	2304136.238	272823.0302	47.39159146
SOUTH CO.	2022	LDT1	Aggregate	Aggregate	DSL	378.1209	8809.098622	1319.110799	0.391172549
SOUTH CO.	2022	LDT2	Aggregate	Aggregate	DSL	13854.2	592642.9638	68308.95137	16.65070839
SOUTH CO.	2022	LHDT1	Aggregate	Aggregate	DSL	115788.9	4681447.455	1456478.318	217.1134019
SOUTH CO.	2022	LHDT2	Aggregate	Aggregate	DSL	45909.32	1809192.293	577481.5034	92.8866097
SOUTH CO.	2022	MDV	Aggregate	Aggregate	DSL	32417.61	1305872.927	158948.6889	47.80332863
SOUTH CO.	2022	MH	Aggregate	Aggregate	DSL	12198.84	117488.268	1219.883938	11.12023591
SOUTH CO.	2022	MHDT	Aggregate	Aggregate	DSL	119796	7716034.126	1201941.571	720.1602731
SOUTH CO.	2022	OBUS	Aggregate	Aggregate	DSL	4149.674	316404.315	40441.57981	37.45917989
SOUTH CO.	2022	SBUS	Aggregate	Aggregate	DSL	6354.465	200786.3158	73329.64442	26.4174734
SOUTH CO.	2022	UBUS	Aggregate	Aggregate	DSL	14.14142	1478.085683	56.56567323	0.246796198

Diesel Truck (HHDT, MDV, MHDT) vehicle miles per day	20,817,026	2,531	1,000 gall per day
		2,530,950	gallons per day
Diesel Truck Fleet Avg Miles per gallon	8.2		

EMFAC2017 version 1.0.2

calendar	season_m	sub_area	vehicle_cla	fuel	temper	relative_	process	speed_ti	pollutant	emission_r
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	CO	2.285198
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	NOx	1.455344
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.025935
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	CO	0.191617
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	NOx	0.572189
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.009839
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	CO	0.126347
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	NOx	0.53329
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.01261
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	CO	1.374657
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	NOx	0.102801
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.006197
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	CO	0.846001
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	NOx	0.064555
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.00138
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	CO	0.628371
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	NOx	0.06652
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001304
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	CO	50.78993
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	NOx	0.576107
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004867
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	CO	39.24083
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	NOx	0.356698
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	CO	33.53398
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	NOx	0.24828
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	CO	2.37467
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	NOx	1.899312
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.05206
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	CO	0.422543
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	NOx	2.093784
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.019481
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	CO	0.61971
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	NOx	2.608843
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.019386
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	CO	1.127925
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	NOx	0.309101
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004836
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	CO	0.58996
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	NOx	0.211114
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001091
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	CO	0.638499
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	NOx	0.215123
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001054

2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	CO	1.071823
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	NOx	8.882967
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009843
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	CO	0.173454
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	NOx	2.215089
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007436
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	CO	0.11023
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	NOx	1.844128
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029623
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	10	CO	2.294826
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	10	NOx	0.651361
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	10	PM10	0.004487
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	35	CO	1.449254
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	35	NOx	0.417479
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	35	PM10	0.000993
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	65	CO	1.031496
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	65	NOx	0.410639
2023	Annual	Riverside (S	Truck2	Gas	51	50	RUNEX	65	PM10	0.000947
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	10	CO	35.31042
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	10	NOx	3.046207
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	10	PM10	0.006941
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	35	CO	7.165055
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	35	NOx	1.217532
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	35	PM10	0.003797
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	65	CO	1.828343
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	65	NOx	0.990524
2023	Annual	Riverside (S	Truck2	NG	51	50	RUNEX	65	PM10	0.003827
2023	Annual	Riverside (S	NonTruck	Dsl			IDLEX		CO	14.43022
2023	Annual	Riverside (S	NonTruck	Dsl			IDLEX		NOx	75.0635
2023	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.072524
2023	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008584
2023	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.081088
2023	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2023	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2023	Annual	Riverside (S	NonTruck	Gas			IDLEX		CO	155.1658
2023	Annual	Riverside (S	NonTruck	Gas			IDLEX		NOx	1.748117
2023	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2023	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037065
2023	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029431
2023	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080533
2023	Annual	Riverside (S	Truck1	Dsl			IDLEX		CO	26.3
2023	Annual	Riverside (S	Truck1	Dsl			IDLEX		NOx	63.1004
2023	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.786519
2023	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2023	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080009
2023	Annual	Riverside (S	Truck1	Gas			IDLEX		CO	154.2602
2023	Annual	Riverside (S	Truck1	Gas			IDLEX		NOx	1.560954

2023	Annual	Riverside (S	Truck1	Gas	PMTW	PM10	0.008
2023	Annual	Riverside (S	Truck1	Gas	PMBW	PM10	0.078091
2023	Annual	Riverside (S	Truck2	Dsl	IDLEX	CO	34.07387
2023	Annual	Riverside (S	Truck2	Dsl	IDLEX	NOx	29.15292
2023	Annual	Riverside (S	Truck2	Dsl	IDLEX	PM10	0.013924
2023	Annual	Riverside (S	Truck2	Dsl	PMTW	PM10	0.029331
2023	Annual	Riverside (S	Truck2	Dsl	PMBW	PM10	0.080802
2023	Annual	Riverside (S	Truck2	Gas	IDLEX	CO	385.4243
2023	Annual	Riverside (S	Truck2	Gas	IDLEX	NOx	2.396083
2023	Annual	Riverside (S	Truck2	Gas	PMTW	PM10	0.012067
2023	Annual	Riverside (S	Truck2	Gas	PMBW	PM10	0.129763
2023	Annual	Riverside (S	Truck2	NG	IDLEX	CO	34.27793
2023	Annual	Riverside (S	Truck2	NG	IDLEX	NOx	32.69366
2023	Annual	Riverside (S	Truck2	NG	IDLEX	PM10	0.045879
2023	Annual	Riverside (S	Truck2	NG	PMTW	PM10	0.036
2023	Annual	Riverside (S	Truck2	NG	PMBW	PM10	0.06174

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2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.025935
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.009839
2023	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.01261
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.006197
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.00138
2023	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001304
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004867
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2023	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.05206
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.019481
2023	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.019386
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004836
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001091
2023	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001054
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009843
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007436
2023	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029623
2023	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.072524
2023	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008584
2023	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.081088
2023	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2023	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2023	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2023	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037065
2023	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029431
2023	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080533
2023	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.786519
2023	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2023	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080009
2023	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2023	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078091
2023	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.013924
2023	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029331
2023	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.080802
2024	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.022712
2024	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.008748
2024	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.011282
2024	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.005943
2024	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.001321
2024	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001248
2024	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004867
2024	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2024	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2024	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.048962
2024	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.018587
2024	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.018232

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2024	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004805
2024	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001081
2024	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001042
2024	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.00982
2024	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007528
2024	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030214
2024	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.066626
2024	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008562
2024	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.08016
2024	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2024	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2024	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2024	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037061
2024	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029431
2024	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080533
2024	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.78627
2024	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2024	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080016
2024	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2024	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078104
2024	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.013437
2024	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029382
2024	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.080656
2025	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.020358
2025	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.007942
2025	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.010275
2025	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.005725
2025	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.001271
2025	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001201
2025	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004867
2025	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2025	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2025	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.045982
2025	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.017716
2025	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.017122
2025	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004793
2025	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001076
2025	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001035
2025	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009724
2025	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007546
2025	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030486
2025	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.061253
2025	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008544
2025	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.079493
2025	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2025	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2025	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988

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2025	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037058
2025	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029431
2025	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080533
2025	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.786597
2025	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2025	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080022
2025	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2025	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078115
2025	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.012995
2025	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029438
2025	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.080497
2026	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.018096
2026	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.007174
2026	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.009325
2026	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.00549
2026	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.001218
2026	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001151
2026	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004867
2026	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2026	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2026	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.043095
2026	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.016862
2026	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.016047
2026	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004787
2026	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001071
2026	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001029
2026	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009587
2026	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007522
2026	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030571
2026	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.056555
2026	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.00853
2026	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.079129
2026	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2026	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2026	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2026	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037056
2026	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029431
2026	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080534
2026	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.787208
2026	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2026	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080029
2026	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2026	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078124
2026	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.012551
2026	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029495
2026	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.080334
2027	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.016002

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2027	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.006468
2027	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.008452
2027	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.005217
2027	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.001156
2027	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001094
2027	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004867
2027	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2027	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2027	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.040336
2027	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.016036
2027	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.015019
2027	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004801
2027	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001072
2027	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001029
2027	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009451
2027	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007485
2027	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030575
2027	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.052196
2027	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008519
2027	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078837
2027	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2027	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2027	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2027	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037054
2027	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029431
2027	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080534
2027	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.787424
2027	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2027	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080034
2027	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2027	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.07813
2027	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.012181
2027	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029547
2027	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.080185
2028	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.01429
2028	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.005892
2028	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.007744
2028	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.004911
2028	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.001088
2028	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.001029
2028	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2028	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2028	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2028	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.037753
2028	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.015254
2028	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.014057
2028	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.00482

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2028	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001074
2028	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001029
2028	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009329
2028	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007446
2028	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030542
2028	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.048048
2028	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008508
2028	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078624
2028	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2028	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2028	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2028	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037052
2028	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2028	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2028	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.788112
2028	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2028	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.08004
2028	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2028	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078135
2028	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.011899
2028	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029598
2028	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.080039
2029	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.012844
2029	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.005414
2029	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.007161
2029	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.004616
2029	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.001022
2029	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000967
2029	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2029	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2029	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2029	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.03534
2029	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.014513
2029	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.013159
2029	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004833
2029	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001074
2029	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001027
2029	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009193
2029	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007391
2029	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030448
2029	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.043915
2029	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008499
2029	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078466
2029	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2029	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2029	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2029	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037049

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2029	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2029	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2029	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.788381
2029	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2029	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080045
2029	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2029	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078139
2029	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.011608
2029	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029647
2029	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.0799
2030	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.011492
2030	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.004976
2030	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.006634
2030	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.004339
2030	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.00096
2030	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000909
2030	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2030	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2030	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2030	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.033109
2030	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.01382
2030	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.012328
2030	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004843
2030	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001073
2030	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001023
2030	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.009061
2030	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007335
2030	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030341
2030	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.039752
2030	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008491
2030	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078331
2030	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2030	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2030	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2030	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037047
2030	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2030	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2030	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.788658
2030	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2030	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080049
2030	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2030	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078142
2030	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.011321
2030	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029693
2030	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079768
2031	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.010393
2031	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.004623

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2031	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.006208
2031	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.004081
2031	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000902
2031	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000855
2031	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2031	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2031	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2031	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.031056
2031	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.013173
2031	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.011564
2031	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004844
2031	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001069
2031	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001017
2031	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008946
2031	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007286
2031	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030248
2031	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.035573
2031	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008484
2031	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078183
2031	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2031	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2031	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2031	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037045
2031	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2031	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2031	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.788176
2031	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2031	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080053
2031	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2031	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078143
2031	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.011093
2031	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029733
2031	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079652
2032	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.009332
2032	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.004279
2032	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.005792
2032	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.003843
2032	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000849
2032	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000805
2032	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2032	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2032	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2032	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.029261
2032	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.012598
2032	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.010895
2032	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004853
2032	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001068

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2032	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001014
2032	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008839
2032	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007239
2032	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030153
2032	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.031445
2032	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008478
2032	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.07803
2032	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2032	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2032	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2032	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037042
2032	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2032	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2032	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.789098
2032	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2032	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080055
2032	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2032	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078143
2032	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010924
2032	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029771
2032	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079546
2033	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.008422
2033	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.003979
2033	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.005422
2033	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.003623
2033	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.0008
2033	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000759
2033	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2033	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2033	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2033	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.027626
2033	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.012068
2033	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.010286
2033	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004852
2033	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001068
2033	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001014
2033	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008733
2033	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007191
2033	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.030059
2033	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.027389
2033	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008472
2033	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077854
2033	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2033	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2033	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2033	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037038
2033	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423

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2033	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2033	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.789747
2033	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2033	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080057
2033	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2033	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078142
2033	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010755
2033	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029806
2033	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079445
2034	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.007593
2034	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.00369
2034	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.00506
2034	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.003422
2034	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000755
2034	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000717
2034	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2034	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2034	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2034	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.026143
2034	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.011578
2034	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.009734
2034	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004825
2034	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001062
2034	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001008
2034	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008611
2034	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007132
2034	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029927
2034	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.0235
2034	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008467
2034	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077691
2034	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2034	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2034	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2034	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037034
2034	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2034	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2034	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.789694
2034	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2034	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080058
2034	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2034	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078142
2034	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010575
2034	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029838
2034	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079352
2035	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.006868
2035	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.003419
2035	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.004716

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2035	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.003238
2035	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000714
2035	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000678
2035	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2035	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2035	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2035	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.024729
2035	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.011109
2035	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.009207
2035	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004806
2035	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001057
2035	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001005
2035	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008514
2035	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007083
2035	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029796
2035	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.019903
2035	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008463
2035	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077546
2035	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2035	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2035	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007988
2035	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037029
2035	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2035	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2035	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.789582
2035	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2035	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080059
2035	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2035	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078141
2035	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010443
2035	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.02987
2035	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079262
2036	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.006246
2036	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.003173
2036	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.004396
2036	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.003077
2036	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000679
2036	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000645
2036	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2036	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2036	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2036	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.02355
2036	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.010712
2036	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.008768
2036	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004815
2036	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001059
2036	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001006

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2036	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008448
2036	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007053
2036	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029702
2036	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.016723
2036	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008459
2036	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.07741
2036	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2036	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2036	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2036	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037023
2036	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2036	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2036	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.790304
2036	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2036	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.08006
2036	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2036	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.07814
2036	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010358
2036	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.0299
2036	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079176
2037	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.005691
2037	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.002944
2037	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.004096
2037	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002934
2037	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000647
2037	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000615
2037	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2037	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2037	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2037	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.022447
2037	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.010339
2037	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.008358
2037	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004824
2037	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001061
2037	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001008
2037	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.0084
2037	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007031
2037	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029632
2037	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.014018
2037	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008455
2037	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077315
2037	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2037	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2037	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2037	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037015
2037	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2037	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557

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2037	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.791078
2037	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2037	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080062
2037	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2037	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078139
2037	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010298
2037	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029929
2037	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079094
2038	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.005225
2038	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.002743
2038	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.003834
2038	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002806
2038	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000619
2038	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000588
2038	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2038	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2038	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2038	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.021472
2038	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.010003
2038	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.007995
2038	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.00483
2038	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001063
2038	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001009
2038	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008366
2038	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007016
2038	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029587
2038	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.011845
2038	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008452
2038	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077257
2038	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2038	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2038	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2038	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.037004
2038	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2038	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2038	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.791637
2038	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2038	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080063
2038	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2038	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078138
2038	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.01025
2038	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029956
2038	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.079015
2039	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.004849
2039	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.002571
2039	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.003611
2039	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002694

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2039	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000594
2039	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000564
2039	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2039	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2039	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2039	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.0206
2039	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.009702
2039	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.00767
2039	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004832
2039	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001063
2039	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.00101
2039	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008337
2039	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007006
2039	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029564
2039	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.010219
2039	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008449
2039	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077256
2039	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2039	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2039	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2039	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036991
2039	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2039	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2039	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.792493
2039	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2039	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080063
2039	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2039	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078137
2039	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.0102
2039	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.029983
2039	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078938
2040	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.00453
2040	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.002423
2040	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.003423
2040	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002597
2040	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000572
2040	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000544
2040	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2040	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2040	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2040	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.019848
2040	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.009439
2040	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.00739
2040	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004837
2040	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001064
2040	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001011
2040	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008319

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2040	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007002
2040	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029561
2040	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.009099
2040	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008447
2040	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077314
2040	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2040	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2040	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2040	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036976
2040	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2040	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2040	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.793241
2040	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2040	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080066
2040	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2040	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078137
2040	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010162
2040	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030009
2040	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078864
2041	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.004261
2041	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.002298
2041	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.003266
2041	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002519
2041	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000555
2041	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000528
2041	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2041	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2041	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2041	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.019216
2041	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.009215
2041	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.007155
2041	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004849
2041	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001067
2041	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001013
2041	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008306
2041	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007
2041	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.02956
2041	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.008394
2041	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008446
2041	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077431
2041	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2041	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2041	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2041	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036963
2041	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2041	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2041	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.793867

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2041	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2041	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080069
2041	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2041	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078137
2041	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010131
2041	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030025
2041	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078819
2042	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.004036
2042	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.002195
2042	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.003135
2042	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002454
2042	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000541
2042	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000514
2042	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2042	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2042	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2042	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.018669
2042	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.00902
2042	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006951
2042	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004857
2042	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001069
2042	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001015
2042	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008298
2042	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007002
2042	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029579
2042	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007995
2042	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008445
2042	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077617
2042	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2042	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2042	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2042	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036957
2042	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2042	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2042	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.794417
2042	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2042	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080073
2042	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2042	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078137
2042	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010104
2042	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030047
2042	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078757
2043	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.00385
2043	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.00211
2043	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.003026
2043	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002398
2043	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000528

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calendar_y	season_mo	sub_area	vehicle_cla	fuel	tempera	relative_	process	speed_t	pollutant	emission_rate
2043	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000503
2043	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2043	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2043	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2043	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.018243
2043	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008866
2043	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006792
2043	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004864
2043	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.00107
2043	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001017
2043	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008294
2043	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007005
2043	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029601
2043	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007795
2043	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008444
2043	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.077852
2043	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2043	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2043	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2043	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036957
2043	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2043	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2043	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.794833
2043	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2043	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080077
2043	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2043	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078137
2043	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010086
2043	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030068
2043	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078696
2044	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.003693
2044	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.00204
2044	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.00293
2044	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002352
2044	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000518
2044	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000493
2044	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2044	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2044	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2044	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.017806
2044	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008715
2044	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006629
2044	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004867
2044	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001071
2044	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001017
2044	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.00829
2044	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007009

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2044	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029626
2044	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007705
2044	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008444
2044	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078104
2044	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2044	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2044	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2044	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036957
2044	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2044	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2044	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.795343
2044	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2044	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080076
2044	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2044	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078138
2044	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010068
2044	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030088
2044	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078638
2045	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.00356
2045	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.001981
2045	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.002847
2045	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002312
2045	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.00051
2045	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000485
2045	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2045	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2045	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2045	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.017442
2045	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008587
2045	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006494
2045	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004868
2045	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001071
2045	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001017
2045	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008286
2045	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007013
2045	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029653
2045	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007668
2045	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008444
2045	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.07834
2045	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2045	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2045	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2045	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036957
2045	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2045	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2045	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.795759
2045	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012

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2045	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080075
2045	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2045	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.07814
2045	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010048
2045	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030108
2045	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078582
2046	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.003461
2046	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.001935
2046	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.002779
2046	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.00228
2046	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000502
2046	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000478
2046	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2046	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2046	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2046	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.017094
2046	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008467
2046	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006364
2046	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004869
2046	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001071
2046	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001018
2046	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008282
2046	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007016
2046	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029672
2046	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007655
2046	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008444
2046	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078523
2046	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2046	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2046	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2046	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036957
2046	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2046	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2046	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.796187
2046	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2046	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080073
2046	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2046	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078142
2046	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.01003
2046	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030122
2046	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078541
2047	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.003375
2047	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.001897
2047	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.00272
2047	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002253
2047	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000496
2047	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000472

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2047	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2047	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2047	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2047	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.016808
2047	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008367
2047	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006258
2047	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004869
2047	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001071
2047	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001018
2047	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.00828
2047	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007018
2047	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029689
2047	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.00765
2047	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008443
2047	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078645
2047	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2047	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2047	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2047	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036953
2047	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2047	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2047	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.796532
2047	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2047	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080073
2047	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2047	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078144
2047	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010016
2047	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030136
2047	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078502
2048	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.003322
2048	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.001862
2048	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.002662
2048	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.00223
2048	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000491
2048	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000467
2048	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2048	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2048	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2048	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.016552
2048	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008278
2048	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006162
2048	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004868
2048	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001071
2048	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001017
2048	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008281
2048	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.00702
2048	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029705

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calendar_y	season_mo	sub_area	vehicle_cla	fuel	tempera	relative_	process	speed_t	pollutant	emission_rate
2048	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.00765
2048	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008443
2048	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078691
2048	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2048	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2048	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2048	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036947
2048	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2048	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2048	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.796862
2048	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2048	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080072
2048	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2048	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078147
2048	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.010002
2048	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030149
2048	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078464
2049	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.003277
2049	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.00183
2049	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.002605
2049	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002216
2049	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000488
2049	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000464
2049	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2049	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2049	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2049	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.016305
2049	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008195
2049	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.006071
2049	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004879
2049	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001073
2049	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.00102
2049	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008284
2049	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007023
2049	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029724
2049	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007651
2049	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008442
2049	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078659
2049	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2049	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2049	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2049	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036944
2049	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2049	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2049	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.7972
2049	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2049	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.08007

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calendar_y	season_mo	sub_area	vehicle_cla	fuel	tempera	relative_	process	speed_t	pollutant	emission_rate
2049	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2049	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078149
2049	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.009991
2049	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030162
2049	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078428
2050	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	10	PM10	0.003237
2050	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	35	PM10	0.001802
2050	Annual	Riverside (S	NonTruck	Dsl	51	50	RUNEX	65	PM10	0.002554
2050	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	10	PM10	0.002205
2050	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	35	PM10	0.000486
2050	Annual	Riverside (S	NonTruck	Gas	51	50	RUNEX	65	PM10	0.000462
2050	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	10	PM10	0.004866
2050	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	35	PM10	0.001466
2050	Annual	Riverside (S	NonTruck	NG	51	50	RUNEX	65	PM10	0.001684
2050	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	10	PM10	0.016029
2050	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	35	PM10	0.008105
2050	Annual	Riverside (S	Truck1	Dsl	51	50	RUNEX	65	PM10	0.005968
2050	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	10	PM10	0.004884
2050	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	35	PM10	0.001075
2050	Annual	Riverside (S	Truck1	Gas	51	50	RUNEX	65	PM10	0.001021
2050	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	10	PM10	0.008289
2050	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	35	PM10	0.007027
2050	Annual	Riverside (S	Truck2	Dsl	51	50	RUNEX	65	PM10	0.029748
2050	Annual	Riverside (S	NonTruck	Dsl			IDLEX		PM10	0.007653
2050	Annual	Riverside (S	NonTruck	Dsl			PMTW		PM10	0.008441
2050	Annual	Riverside (S	NonTruck	Dsl			PMBW		PM10	0.078557
2050	Annual	Riverside (S	NonTruck	Elec			PMTW		PM10	0.008
2050	Annual	Riverside (S	NonTruck	Elec			PMBW		PM10	0.03675
2050	Annual	Riverside (S	NonTruck	Gas			PMTW		PM10	0.007989
2050	Annual	Riverside (S	NonTruck	Gas			PMBW		PM10	0.036944
2050	Annual	Riverside (S	NonTruck	NG			PMTW		PM10	0.029423
2050	Annual	Riverside (S	NonTruck	NG			PMBW		PM10	0.080557
2050	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM10	0.797622
2050	Annual	Riverside (S	Truck1	Dsl			PMTW		PM10	0.012
2050	Annual	Riverside (S	Truck1	Dsl			PMBW		PM10	0.080064
2050	Annual	Riverside (S	Truck1	Gas			PMTW		PM10	0.008
2050	Annual	Riverside (S	Truck1	Gas			PMBW		PM10	0.078149
2050	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM10	0.009982
2050	Annual	Riverside (S	Truck2	Dsl			PMTW		PM10	0.030174
2050	Annual	Riverside (S	Truck2	Dsl			PMBW		PM10	0.078393

APPENDIX C

AERMOD Model Years 2023 – 2025 Operational PM10 Printouts

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**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/5/2022
** File: C:\Vista Env\2021\21016 RiversideCo\AERMOD\DPM2023\DPM2023.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Seaton Ave & Cajalco Rd Warehouse - 2023-2025 PM10 Emissions
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 2189641 Riverside_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL DPM2023.err
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SEATON1
** DESCRSRC Seaton Ave - DW 1 to DW 2
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 1.83E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 475792.764, 3743806.595, 475.05, 0.92, 1.70
** 475792.499, 3744049.067, 475.76, 0.92, 1.70
** ------------------------------------------------------------------------
   LOCATION L0000887     VOLUME   475792.762 3743808.424 475.04
   LOCATION L0000888     VOLUME   475792.758 3743812.081 475.11
   LOCATION L0000889     VOLUME   475792.754 3743815.739 475.18
   LOCATION L0000890     VOLUME   475792.750 3743819.396 475.25
   LOCATION L0000891     VOLUME   475792.746 3743823.054 475.32
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LOCATION L0000892 VOLUME 475792.742 3743826.712 475.39
LOCATION L0000893 VOLUME 475792.738 3743830.369 475.46
LOCATION L0000894 VOLUME 475792.734 3743834.027 475.53
LOCATION L0000895 VOLUME 475792.730 3743837.684 475.59
LOCATION L0000896 VOLUME 475792.726 3743841.342 475.64
LOCATION L0000897 VOLUME 475792.722 3743845.000 475.70
LOCATION L0000898 VOLUME 475792.718 3743848.657 475.75
LOCATION L0000899 VOLUME 475792.714 3743852.315 475.80
LOCATION L0000900 VOLUME 475792.710 3743855.972 475.85
LOCATION L0000901 VOLUME 475792.706 3743859.630 475.91
LOCATION L0000902 VOLUME 475792.702 3743863.288 475.96
LOCATION L0000903 VOLUME 475792.698 3743866.945 476.00
LOCATION L0000904 VOLUME 475792.694 3743870.603 476.00
LOCATION L0000905 VOLUME 475792.690 3743874.260 476.00
LOCATION L0000906 VOLUME 475792.686 3743877.918 476.00
LOCATION L0000907 VOLUME 475792.682 3743881.576 476.00
LOCATION L0000908 VOLUME 475792.678 3743885.233 476.00
LOCATION L0000909 VOLUME 475792.674 3743888.891 476.00
LOCATION L0000910 VOLUME 475792.670 3743892.548 476.00
LOCATION L0000911 VOLUME 475792.666 3743896.206 476.00
LOCATION L0000912 VOLUME 475792.662 3743899.864 476.00
LOCATION L0000913 VOLUME 475792.658 3743903.521 476.00
LOCATION L0000914 VOLUME 475792.654 3743907.179 476.00
LOCATION L0000915 VOLUME 475792.650 3743910.836 476.00
LOCATION L0000916 VOLUME 475792.646 3743914.494 476.00
LOCATION L0000917 VOLUME 475792.642 3743918.152 476.00
LOCATION L0000918 VOLUME 475792.638 3743921.809 476.00
LOCATION L0000919 VOLUME 475792.634 3743925.467 476.00
LOCATION L0000920 VOLUME 475792.630 3743929.124 476.00
LOCATION L0000921 VOLUME 475792.626 3743932.782 476.00
LOCATION L0000922 VOLUME 475792.622 3743936.440 476.00
LOCATION L0000923 VOLUME 475792.618 3743940.097 476.00
LOCATION L0000924 VOLUME 475792.614 3743943.755 476.00
LOCATION L0000925 VOLUME 475792.610 3743947.412 476.00
LOCATION L0000926 VOLUME 475792.606 3743951.070 476.00
LOCATION L0000927 VOLUME 475792.602 3743954.727 476.00
LOCATION L0000928 VOLUME 475792.598 3743958.385 476.00
LOCATION L0000929 VOLUME 475792.594 3743962.043 476.00
LOCATION L0000930 VOLUME 475792.590 3743965.700 476.00
LOCATION L0000931 VOLUME 475792.586 3743969.358 476.00
LOCATION L0000932 VOLUME 475792.582 3743973.015 476.00
LOCATION L0000933 VOLUME 475792.578 3743976.673 476.00
LOCATION L0000934 VOLUME 475792.574 3743980.331 476.00
LOCATION L0000935 VOLUME 475792.570 3743983.988 476.00
LOCATION L0000936 VOLUME 475792.566 3743987.646 476.00
LOCATION L0000937 VOLUME 475792.562 3743991.303 476.00
LOCATION L0000938 VOLUME 475792.558 3743994.961 476.00
LOCATION L0000939 VOLUME 475792.554 3743998.619 476.00
LOCATION L0000940 VOLUME 475792.550 3744002.276 476.00
LOCATION L0000941 VOLUME 475792.546 3744005.934 476.00
LOCATION L0000942 VOLUME 475792.542 3744009.591 476.00
LOCATION L0000943 VOLUME 475792.538 3744013.249 476.00
LOCATION L0000944 VOLUME 475792.534 3744016.907 475.99
LOCATION L0000945 VOLUME 475792.530 3744020.564 475.94

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   LOCATION L0000946     VOLUME   475792.526 3744024.222 475.89
   LOCATION L0000947     VOLUME   475792.522 3744027.879 475.84
   LOCATION L0000948     VOLUME   475792.518 3744031.537 475.78
   LOCATION L0000949     VOLUME   475792.514 3744035.195 475.73
   LOCATION L0000950     VOLUME   475792.510 3744038.852 475.68
   LOCATION L0000951     VOLUME   475792.506 3744042.510 475.63
   LOCATION L0000952     VOLUME   475792.502 3744046.167 475.58
** End of LINE VOLUME Source ID = SEATON1
** ----------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SEATON2
** DESCRSRC Seaton Ave - DW 1 to Cajalco Expwy
** PREFIX
** Length of Side = 1.83
** Configuration = Adjacent
** Emission Rate = 2.38E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 475792.586, 3744052.502, 475.75, 0.92, 0.85
** 475794.363, 3744151.084, 474.73, 0.92, 0.85
** ----------------------------------------------------------------
   LOCATION L0000953     VOLUME   475792.602 3744053.416 475.44
   LOCATION L0000954     VOLUME   475792.635 3744055.245 475.40
   LOCATION L0000955     VOLUME   475792.668 3744057.073 475.36
   LOCATION L0000956     VOLUME   475792.701 3744058.902 475.33
   LOCATION L0000957     VOLUME   475792.734 3744060.730 475.29
   LOCATION L0000958     VOLUME   475792.767 3744062.559 475.26
   LOCATION L0000959     VOLUME   475792.800 3744064.387 475.22
   LOCATION L0000960     VOLUME   475792.833 3744066.216 475.19
   LOCATION L0000961     VOLUME   475792.866 3744068.044 475.15
   LOCATION L0000962     VOLUME   475792.899 3744069.873 475.12
   LOCATION L0000963     VOLUME   475792.932 3744071.701 475.08
   LOCATION L0000964     VOLUME   475792.965 3744073.530 475.05
   LOCATION L0000965     VOLUME   475792.998 3744075.358 475.02
   LOCATION L0000966     VOLUME   475793.031 3744077.187 475.00
   LOCATION L0000967     VOLUME   475793.064 3744079.015 475.00
   LOCATION L0000968     VOLUME   475793.097 3744080.844 475.00
   LOCATION L0000969     VOLUME   475793.130 3744082.672 475.00
   LOCATION L0000970     VOLUME   475793.163 3744084.501 475.00
   LOCATION L0000971     VOLUME   475793.196 3744086.329 475.00
   LOCATION L0000972     VOLUME   475793.229 3744088.158 475.00
   LOCATION L0000973     VOLUME   475793.262 3744089.986 475.00
   LOCATION L0000974     VOLUME   475793.295 3744091.815 475.00
   LOCATION L0000975     VOLUME   475793.328 3744093.643 475.00
   LOCATION L0000976     VOLUME   475793.361 3744095.472 475.00
   LOCATION L0000977     VOLUME   475793.394 3744097.300 475.00
   LOCATION L0000978     VOLUME   475793.427 3744099.129 475.00
   LOCATION L0000979     VOLUME   475793.459 3744100.957 475.00
   LOCATION L0000980     VOLUME   475793.492 3744102.786 475.00
   LOCATION L0000981     VOLUME   475793.525 3744104.614 475.00
   LOCATION L0000982     VOLUME   475793.558 3744106.443 475.00
   LOCATION L0000983     VOLUME   475793.591 3744108.271 474.97
   LOCATION L0000984     VOLUME   475793.624 3744110.100 474.94
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   LOCATION L0000985     VOLUME   475793.657 3744111.928 474.91
   LOCATION L0000986     VOLUME   475793.690 3744113.757 474.88
   LOCATION L0000987     VOLUME   475793.723 3744115.585 474.85
   LOCATION L0000988     VOLUME   475793.756 3744117.414 474.83
   LOCATION L0000989     VOLUME   475793.789 3744119.242 474.80
   LOCATION L0000990     VOLUME   475793.822 3744121.071 474.77
   LOCATION L0000991     VOLUME   475793.855 3744122.899 474.74
   LOCATION L0000992     VOLUME   475793.888 3744124.728 474.71
   LOCATION L0000993     VOLUME   475793.921 3744126.556 474.68
   LOCATION L0000994     VOLUME   475793.954 3744128.385 474.65
   LOCATION L0000995     VOLUME   475793.987 3744130.213 474.62
   LOCATION L0000996     VOLUME   475794.020 3744132.042 474.59
   LOCATION L0000997     VOLUME   475794.053 3744133.870 474.56
   LOCATION L0000998     VOLUME   475794.086 3744135.699 474.53
   LOCATION L0000999     VOLUME   475794.119 3744137.527 474.52
   LOCATION L0001000     VOLUME   475794.152 3744139.356 474.52
   LOCATION L0001001     VOLUME   475794.185 3744141.184 474.52
   LOCATION L0001002     VOLUME   475794.218 3744143.013 474.52
   LOCATION L0001003     VOLUME   475794.251 3744144.841 474.52
   LOCATION L0001004     VOLUME   475794.284 3744146.670 474.52
   LOCATION L0001005     VOLUME   475794.317 3744148.498 474.52
   LOCATION L0001006     VOLUME   475794.350 3744150.327 474.52
** End of LINE VOLUME Source ID = SEATON2
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOW
** DESCRSRC Cajalco Rd W of Seaton Ave
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 1.76E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 475792.009, 3744155.293, 474.75, 0.92, 5.67
** 475649.319, 3744153.596, 477.60, 0.92, 5.67
** 475531.740, 3744151.815, 479.93, 0.92, 5.67
** 475402.581, 3744150.479, 481.06, 0.92, 5.67
** ----------------------------------------------------------------------
   LOCATION L0001007     VOLUME   475785.914 3744155.220 474.80
   LOCATION L0001008     VOLUME   475773.722 3744155.075 475.00
   LOCATION L0001009     VOLUME   475761.531 3744154.930 475.00
   LOCATION L0001010     VOLUME   475749.340 3744154.785 475.02
   LOCATION L0001011     VOLUME   475737.149 3744154.640 475.42
   LOCATION L0001012     VOLUME   475724.958 3744154.496 475.83
   LOCATION L0001013     VOLUME   475712.767 3744154.351 476.14
   LOCATION L0001014     VOLUME   475700.576 3744154.206 476.39
   LOCATION L0001015     VOLUME   475688.384 3744154.061 476.62
   LOCATION L0001016     VOLUME   475676.193 3744153.916 476.78
   LOCATION L0001017     VOLUME   475664.002 3744153.771 476.94
   LOCATION L0001018     VOLUME   475651.811 3744153.626 477.27
   LOCATION L0001019     VOLUME   475639.620 3744153.449 477.67
   LOCATION L0001020     VOLUME   475627.430 3744153.265 478.08
   LOCATION L0001021     VOLUME   475615.239 3744153.080 478.49
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   LOCATION L0001022     VOLUME   475603.049 3744152.895 478.89
   LOCATION L0001023     VOLUME   475590.858 3744152.711 479.00
   LOCATION L0001024     VOLUME   475578.667 3744152.526 479.00
   LOCATION L0001025     VOLUME   475566.477 3744152.341 479.11
   LOCATION L0001026     VOLUME   475554.286 3744152.157 479.52
   LOCATION L0001027     VOLUME   475542.095 3744151.972 479.92
   LOCATION L0001028     VOLUME   475529.905 3744151.796 480.16
   LOCATION L0001029     VOLUME   475517.713 3744151.670 480.36
   LOCATION L0001030     VOLUME   475505.522 3744151.544 480.49
   LOCATION L0001031     VOLUME   475493.331 3744151.418 480.49
   LOCATION L0001032     VOLUME   475481.139 3744151.291 480.50
   LOCATION L0001033     VOLUME   475468.948 3744151.165 480.32
   LOCATION L0001034     VOLUME   475456.757 3744151.039 480.12
   LOCATION L0001035     VOLUME   475444.565 3744150.913 480.17
   LOCATION L0001036     VOLUME   475432.374 3744150.787 480.58
   LOCATION L0001037     VOLUME   475420.183 3744150.661 480.99
   LOCATION L0001038     VOLUME   475407.991 3744150.535 481.00
** End of LINE VOLUME Source ID = CAJALCOW
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOM
** DESCRSRC Cajalco Expwy - Seaton Ave to DW 3
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 9.31E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 5
** 475799.958, 3744155.595, 474.48, 0.92, 5.67
** 475857.407, 3744159.291, 473.20, 0.92, 5.67
** 475907.071, 3744169.646, 472.92, 0.92, 5.67
** 475925.486, 3744173.878, 472.11, 0.92, 5.67
** 475948.668, 3744181.941, 472.00, 0.92, 5.67
** ----------------------------------------------------------------------
   LOCATION L0001039     VOLUME   475806.041 3744155.986 474.13
   LOCATION L0001040     VOLUME   475818.208 3744156.769 473.81
   LOCATION L0001041     VOLUME   475830.375 3744157.552 473.51
   LOCATION L0001042     VOLUME   475842.542 3744158.334 473.26
   LOCATION L0001043     VOLUME   475854.709 3744159.117 473.24
   LOCATION L0001044     VOLUME   475866.695 3744161.227 473.17
   LOCATION L0001045     VOLUME   475878.631 3744163.716 473.06
   LOCATION L0001046     VOLUME   475890.566 3744166.205 473.00
   LOCATION L0001047     VOLUME   475902.501 3744168.693 472.83
   LOCATION L0001048     VOLUME   475914.404 3744171.331 472.43
   LOCATION L0001049     VOLUME   475926.261 3744174.147 472.09
   LOCATION L0001050     VOLUME   475937.777 3744178.153 472.00
** End of LINE VOLUME Source ID = CAJALCOM
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOE
** DESCRSRC Cajalco Expwy E of DW 3
** PREFIX
** Length of Side = 12.19
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** Configuration = Adjacent
** Emission Rate = 7.13E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 8
** 475956.271, 3744181.967, 471.93, 0.92, 5.67
** 476002.488, 3744201.354, 471.13, 0.92, 5.67
** 476045.770, 3744228.825, 470.05, 0.92, 5.67
** 476079.864, 3744252.549, 469.97, 0.92, 5.67
** 476129.923, 3744297.137, 469.00, 0.92, 5.67
** 476169.588, 3744341.726, 467.09, 0.92, 5.67
** 476215.925, 3744399.638, 466.21, 0.92, 5.67
** 476254.544, 3744455.296, 465.00, 0.92, 5.67
** ------------------------------------------------------------------
   LOCATION L0001051     VOLUME   475961.892 3744184.325 471.96
   LOCATION L0001052     VOLUME   475973.135 3744189.041 471.66
   LOCATION L0001053     VOLUME   475984.378 3744193.757 471.25
   LOCATION L0001054     VOLUME   475995.621 3744198.473 471.00
   LOCATION L0001055     VOLUME   476006.494 3744203.897 471.00
   LOCATION L0001056     VOLUME   476016.788 3744210.430 471.00
   LOCATION L0001057     VOLUME   476027.081 3744216.964 470.83
   LOCATION L0001058     VOLUME   476037.375 3744223.497 470.47
   LOCATION L0001059     VOLUME   476047.616 3744230.110 470.06
   LOCATION L0001060     VOLUME   476057.624 3744237.073 470.00
   LOCATION L0001061     VOLUME   476067.631 3744244.037 470.00
   LOCATION L0001062     VOLUME   476077.639 3744251.001 470.00
   LOCATION L0001063     VOLUME   476086.944 3744258.855 469.70
   LOCATION L0001064     VOLUME   476096.048 3744266.964 469.29
   LOCATION L0001065     VOLUME   476105.152 3744275.074 469.06
   LOCATION L0001066     VOLUME   476114.256 3744283.183 469.00
   LOCATION L0001067     VOLUME   476123.360 3744291.292 468.92
   LOCATION L0001068     VOLUME   476132.185 3744299.680 468.66
   LOCATION L0001069     VOLUME   476140.289 3744308.790 468.24
   LOCATION L0001070     VOLUME   476148.392 3744317.899 467.98
   LOCATION L0001071     VOLUME   476156.495 3744327.008 467.80
   LOCATION L0001072     VOLUME   476164.599 3744336.118 467.45
   LOCATION L0001073     VOLUME   476172.515 3744345.385 467.02
   LOCATION L0001074     VOLUME   476180.132 3744354.905 467.00
   LOCATION L0001075     VOLUME   476187.749 3744364.424 467.00
   LOCATION L0001076     VOLUME   476195.366 3744373.944 467.00
   LOCATION L0001077     VOLUME   476202.983 3744383.464 466.76
   LOCATION L0001078     VOLUME   476210.600 3744392.984 466.44
   LOCATION L0001079     VOLUME   476218.017 3744402.653 466.12
   LOCATION L0001080     VOLUME   476224.967 3744412.670 466.00
   LOCATION L0001081     VOLUME   476231.917 3744422.687 465.96
   LOCATION L0001082     VOLUME   476238.868 3744432.704 465.73
   LOCATION L0001083     VOLUME   476245.818 3744442.720 465.37
   LOCATION L0001084     VOLUME   476252.769 3744452.737 465.11
** End of LINE VOLUME Source ID = CAJALCOE
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW1
** DESCRSRC Project Driveway 1
** PREFIX
```

```
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 6.42E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 7
** 475797.243, 3744050.950, 475.48, 0.92, 1.70
** 475820.914, 3744051.314, 475.12, 0.92, 1.70
** 475821.241, 3744109.208, 474.77, 0.92, 1.70
** 475832.467, 3744117.979, 474.25, 0.92, 1.70
** 475958.018, 3744117.536, 472.93, 0.92, 1.70
** 475966.789, 3744109.818, 472.92, 0.92, 1.70
** 475965.527, 3743973.087, 472.88, 0.92, 1.70
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   LOCATION L0001085     VOLUME   475799.072 3744050.978 475.30
   LOCATION L0001086     VOLUME   475802.729 3744051.034 475.20
   LOCATION L0001087     VOLUME   475806.386 3744051.090 475.10
   LOCATION L0001088     VOLUME   475810.043 3744051.147 475.00
   LOCATION L0001089     VOLUME   475813.700 3744051.203 475.00
   LOCATION L0001090     VOLUME   475817.357 3744051.259 475.00
   LOCATION L0001091     VOLUME   475820.914 3744051.415 475.00
   LOCATION L0001092     VOLUME   475820.935 3744055.072 475.00
   LOCATION L0001093     VOLUME   475820.956 3744058.730 475.00
   LOCATION L0001094     VOLUME   475820.976 3744062.387 475.00
   LOCATION L0001095     VOLUME   475820.997 3744066.045 475.00
   LOCATION L0001096     VOLUME   475821.018 3744069.702 475.00
   LOCATION L0001097     VOLUME   475821.038 3744073.360 475.00
   LOCATION L0001098     VOLUME   475821.059 3744077.017 474.99
   LOCATION L0001099     VOLUME   475821.080 3744080.675 474.94
   LOCATION L0001100     VOLUME   475821.100 3744084.333 474.90
   LOCATION L0001101     VOLUME   475821.121 3744087.990 474.85
   LOCATION L0001102     VOLUME   475821.142 3744091.648 474.81
   LOCATION L0001103     VOLUME   475821.162 3744095.305 474.76
   LOCATION L0001104     VOLUME   475821.183 3744098.963 474.71
   LOCATION L0001105     VOLUME   475821.204 3744102.620 474.67
   LOCATION L0001106     VOLUME   475821.224 3744106.278 474.62
   LOCATION L0001107     VOLUME   475821.814 3744109.656 474.53
   LOCATION L0001108     VOLUME   475824.696 3744111.908 474.41
   LOCATION L0001109     VOLUME   475827.578 3744114.160 474.30
   LOCATION L0001110     VOLUME   475830.460 3744116.411 474.21
   LOCATION L0001111     VOLUME   475833.578 3744117.975 474.13
   LOCATION L0001112     VOLUME   475837.236 3744117.962 474.05
   LOCATION L0001113     VOLUME   475840.893 3744117.949 474.00
   LOCATION L0001114     VOLUME   475844.551 3744117.936 474.00
   LOCATION L0001115     VOLUME   475848.209 3744117.923 474.00
   LOCATION L0001116     VOLUME   475851.866 3744117.911 474.00
   LOCATION L0001117     VOLUME   475855.524 3744117.898 474.00
   LOCATION L0001118     VOLUME   475859.181 3744117.885 474.00
   LOCATION L0001119     VOLUME   475862.839 3744117.872 474.00
   LOCATION L0001120     VOLUME   475866.496 3744117.859 474.00
   LOCATION L0001121     VOLUME   475870.154 3744117.846 474.00
   LOCATION L0001122     VOLUME   475873.812 3744117.833 473.95
   LOCATION L0001123     VOLUME   475877.469 3744117.820 473.90
   LOCATION L0001124     VOLUME   475881.127 3744117.807 473.85
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LOCATION L0001125 VOLUME 475884.784 3744117.794 473.81
LOCATION L0001126 VOLUME 475888.442 3744117.781 473.76
LOCATION L0001127 VOLUME 475892.100 3744117.769 473.71
LOCATION L0001128 VOLUME 475895.757 3744117.756 473.67
LOCATION L0001129 VOLUME 475899.415 3744117.743 473.62
LOCATION L0001130 VOLUME 475903.072 3744117.730 473.55
LOCATION L0001131 VOLUME 475906.730 3744117.717 473.47
LOCATION L0001132 VOLUME 475910.387 3744117.704 473.40
LOCATION L0001133 VOLUME 475914.045 3744117.691 473.32
LOCATION L0001134 VOLUME 475917.703 3744117.678 473.25
LOCATION L0001135 VOLUME 475921.360 3744117.665 473.17
LOCATION L0001136 VOLUME 475925.018 3744117.652 473.10
LOCATION L0001137 VOLUME 475928.675 3744117.640 473.02
LOCATION L0001138 VOLUME 475932.333 3744117.627 472.97
LOCATION L0001139 VOLUME 475935.990 3744117.614 472.92
LOCATION L0001140 VOLUME 475939.648 3744117.601 472.88
LOCATION L0001141 VOLUME 475943.306 3744117.588 472.83
LOCATION L0001142 VOLUME 475946.963 3744117.575 472.78
LOCATION L0001143 VOLUME 475950.621 3744117.562 472.74
LOCATION L0001144 VOLUME 475954.278 3744117.549 472.69
LOCATION L0001145 VOLUME 475957.936 3744117.536 472.65
LOCATION L0001146 VOLUME 475960.702 3744115.174 472.68
LOCATION L0001147 VOLUME 475963.448 3744112.757 472.69
LOCATION L0001148 VOLUME 475966.194 3744110.341 472.68
LOCATION L0001149 VOLUME 475966.762 3744106.953 472.75
LOCATION L0001150 VOLUME 475966.728 3744103.295 472.77
LOCATION L0001151 VOLUME 475966.695 3744099.638 472.77
LOCATION L0001152 VOLUME 475966.661 3744095.980 472.77
LOCATION L0001153 VOLUME 475966.627 3744092.323 472.77
LOCATION L0001154 VOLUME 475966.593 3744088.665 472.77
LOCATION L0001155 VOLUME 475966.560 3744085.008 472.78
LOCATION L0001156 VOLUME 475966.526 3744081.350 472.78
LOCATION L0001157 VOLUME 475966.492 3744077.693 472.78
LOCATION L0001158 VOLUME 475966.458 3744074.036 472.78
LOCATION L0001159 VOLUME 475966.425 3744070.378 472.78
LOCATION L0001160 VOLUME 475966.391 3744066.721 472.78
LOCATION L0001161 VOLUME 475966.357 3744063.063 472.78
LOCATION L0001162 VOLUME 475966.323 3744059.406 472.78
LOCATION L0001163 VOLUME 475966.290 3744055.748 472.78
LOCATION L0001164 VOLUME 475966.256 3744052.091 472.79
LOCATION L0001165 VOLUME 475966.222 3744048.433 472.79
LOCATION L0001166 VOLUME 475966.188 3744044.776 472.79
LOCATION L0001167 VOLUME 475966.155 3744041.119 472.79
LOCATION L0001168 VOLUME 475966.121 3744037.461 472.79
LOCATION L0001169 VOLUME 475966.087 3744033.804 472.79
LOCATION L0001170 VOLUME 475966.053 3744030.146 472.79
LOCATION L0001171 VOLUME 475966.020 3744026.489 472.79
LOCATION L0001172 VOLUME 475965.986 3744022.831 472.79
LOCATION L0001173 VOLUME 475965.952 3744019.174 472.80
LOCATION L0001174 VOLUME 475965.919 3744015.516 472.80
LOCATION L0001175 VOLUME 475965.885 3744011.859 472.80
LOCATION L0001176 VOLUME 475965.851 3744008.202 472.80
LOCATION L0001177 VOLUME 475965.817 3744004.544 472.80
LOCATION L0001178 VOLUME 475965.784 3744000.887 472.80

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   LOCATION L0001179     VOLUME   475965.750 3743997.229 472.80
   LOCATION L0001180     VOLUME   475965.716 3743993.572 472.80
   LOCATION L0001181     VOLUME   475965.682 3743989.914 472.80
   LOCATION L0001182     VOLUME   475965.649 3743986.257 472.81
   LOCATION L0001183     VOLUME   475965.615 3743982.599 472.81
   LOCATION L0001184     VOLUME   475965.581 3743978.942 472.81
   LOCATION L0001185     VOLUME   475965.547 3743975.285 472.81
** End of LINE VOLUME Source ID = DW1
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW2
** DESCRSRC Project DW 2
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 9.46E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 6
** 475798.367, 3743808.003, 475.04, 0.92, 1.70
** 475819.916, 3743808.201, 474.83, 0.92, 1.70
** 475838.894, 3743816.702, 474.01, 0.92, 1.70
** 475961.794, 3743816.881, 472.07, 0.92, 1.70
** 475974.565, 3743829.484, 472.47, 0.92, 1.70
** 475972.007, 3743973.514, 472.76, 0.92, 1.70
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   LOCATION L0001186     VOLUME   475800.196 3743808.020 475.02
   LOCATION L0001187     VOLUME   475803.853 3743808.053 475.01
   LOCATION L0001188     VOLUME   475807.511 3743808.087 475.00
   LOCATION L0001189     VOLUME   475811.168 3743808.121 474.96
   LOCATION L0001190     VOLUME   475814.826 3743808.154 474.84
   LOCATION L0001191     VOLUME   475818.483 3743808.188 474.73
   LOCATION L0001192     VOLUME   475821.946 3743809.110 474.64
   LOCATION L0001193     VOLUME   475825.284 3743810.606 474.56
   LOCATION L0001194     VOLUME   475828.622 3743812.101 474.50
   LOCATION L0001195     VOLUME   475831.960 3743813.596 474.44
   LOCATION L0001196     VOLUME   475835.298 3743815.091 474.40
   LOCATION L0001197     VOLUME   475838.636 3743816.586 474.37
   LOCATION L0001198     VOLUME   475842.269 3743816.707 474.27
   LOCATION L0001199     VOLUME   475845.927 3743816.712 474.15
   LOCATION L0001200     VOLUME   475849.585 3743816.717 474.03
   LOCATION L0001201     VOLUME   475853.242 3743816.722 473.90
   LOCATION L0001202     VOLUME   475856.900 3743816.728 473.78
   LOCATION L0001203     VOLUME   475860.557 3743816.733 473.66
   LOCATION L0001204     VOLUME   475864.215 3743816.738 473.54
   LOCATION L0001205     VOLUME   475867.873 3743816.744 473.42
   LOCATION L0001206     VOLUME   475871.530 3743816.749 473.33
   LOCATION L0001207     VOLUME   475875.188 3743816.754 473.29
   LOCATION L0001208     VOLUME   475878.845 3743816.760 473.25
   LOCATION L0001209     VOLUME   475882.503 3743816.765 473.20
   LOCATION L0001210     VOLUME   475886.161 3743816.770 473.16
   LOCATION L0001211     VOLUME   475889.818 3743816.776 473.12
   LOCATION L0001212     VOLUME   475893.476 3743816.781 473.07
   LOCATION L0001213     VOLUME   475897.133 3743816.786 473.03
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LOCATION L0001214 VOLUME 475900.791 3743816.792 473.00
LOCATION L0001215 VOLUME 475904.449 3743816.797 473.00
LOCATION L0001216 VOLUME 475908.106 3743816.802 473.00
LOCATION L0001217 VOLUME 475911.764 3743816.808 473.00
LOCATION L0001218 VOLUME 475915.421 3743816.813 473.00
LOCATION L0001219 VOLUME 475919.079 3743816.818 473.00
LOCATION L0001220 VOLUME 475922.737 3743816.824 473.00
LOCATION L0001221 VOLUME 475926.394 3743816.829 473.00
LOCATION L0001222 VOLUME 475930.052 3743816.834 473.00
LOCATION L0001223 VOLUME 475933.709 3743816.840 472.92
LOCATION L0001224 VOLUME 475937.367 3743816.845 472.84
LOCATION L0001225 VOLUME 475941.025 3743816.850 472.76
LOCATION L0001226 VOLUME 475944.682 3743816.856 472.68
LOCATION L0001227 VOLUME 475948.340 3743816.861 472.60
LOCATION L0001228 VOLUME 475951.997 3743816.866 472.52
LOCATION L0001229 VOLUME 475955.655 3743816.872 472.45
LOCATION L0001230 VOLUME 475959.312 3743816.877 472.37
LOCATION L0001231 VOLUME 475962.631 3743817.707 472.35
LOCATION L0001232 VOLUME 475965.234 3743820.276 472.39
LOCATION L0001233 VOLUME 475967.838 3743822.845 472.41
LOCATION L0001234 VOLUME 475970.441 3743825.414 472.41
LOCATION L0001235 VOLUME 475973.045 3743827.983 472.41
LOCATION L0001236 VOLUME 475974.538 3743831.005 472.42
LOCATION L0001237 VOLUME 475974.473 3743834.662 472.49
LOCATION L0001238 VOLUME 475974.408 3743838.319 472.48
LOCATION L0001239 VOLUME 475974.343 3743841.976 472.42
LOCATION L0001240 VOLUME 475974.278 3743845.633 472.36
LOCATION L0001241 VOLUME 475974.213 3743849.290 472.29
LOCATION L0001242 VOLUME 475974.148 3743852.947 472.23
LOCATION L0001243 VOLUME 475974.083 3743856.604 472.17
LOCATION L0001244 VOLUME 475974.018 3743860.261 472.10
LOCATION L0001245 VOLUME 475973.953 3743863.918 472.04
LOCATION L0001246 VOLUME 475973.888 3743867.575 472.02
LOCATION L0001247 VOLUME 475973.824 3743871.232 472.09
LOCATION L0001248 VOLUME 475973.759 3743874.889 472.16
LOCATION L0001249 VOLUME 475973.694 3743878.546 472.22
LOCATION L0001250 VOLUME 475973.629 3743882.203 472.29
LOCATION L0001251 VOLUME 475973.564 3743885.860 472.36
LOCATION L0001252 VOLUME 475973.499 3743889.517 472.42
LOCATION L0001253 VOLUME 475973.434 3743893.174 472.49
LOCATION L0001254 VOLUME 475973.369 3743896.831 472.55
LOCATION L0001255 VOLUME 475973.304 3743900.489 472.55
LOCATION L0001256 VOLUME 475973.239 3743904.146 472.55
LOCATION L0001257 VOLUME 475973.174 3743907.803 472.56
LOCATION L0001258 VOLUME 475973.109 3743911.460 472.56
LOCATION L0001259 VOLUME 475973.044 3743915.117 472.56
LOCATION L0001260 VOLUME 475972.979 3743918.774 472.56
LOCATION L0001261 VOLUME 475972.914 3743922.431 472.56
LOCATION L0001262 VOLUME 475972.850 3743926.088 472.57
LOCATION L0001263 VOLUME 475972.785 3743929.745 472.57
LOCATION L0001264 VOLUME 475972.720 3743933.402 472.57
LOCATION L0001265 VOLUME 475972.655 3743937.059 472.57
LOCATION L0001266 VOLUME 475972.590 3743940.716 472.57
LOCATION L0001267 VOLUME 475972.525 3743944.373 472.58

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   LOCATION L0001268     VOLUME   475972.460 3743948.030 472.58
   LOCATION L0001269     VOLUME   475972.395 3743951.687 472.58
   LOCATION L0001270     VOLUME   475972.330 3743955.344 472.58
   LOCATION L0001271     VOLUME   475972.265 3743959.001 472.59
   LOCATION L0001272     VOLUME   475972.200 3743962.658 472.59
   LOCATION L0001273     VOLUME   475972.135 3743966.315 472.59
   LOCATION L0001274     VOLUME   475972.070 3743969.972 472.59
** End of LINE VOLUME Source ID = DW2
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW3
** DESCRSRC Project DW 3
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 2.34E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 475952.794, 3744173.091, 472.00, 0.92, 1.70
** 475970.764, 3744134.116, 472.15, 0.92, 1.70
** 475974.043, 3744111.896, 472.62, 0.92, 1.70
** 475972.944, 3743974.885, 472.72, 0.92, 1.70
** ----------------------------------------------------------------
   LOCATION L0001275     VOLUME   475953.560 3744171.431 472.00
   LOCATION L0001276     VOLUME   475955.091 3744168.109 472.00
   LOCATION L0001277     VOLUME   475956.623 3744164.788 472.00
   LOCATION L0001278     VOLUME   475958.154 3744161.466 472.01
   LOCATION L0001279     VOLUME   475959.686 3744158.144 472.00
   LOCATION L0001280     VOLUME   475961.217 3744154.823 472.00
   LOCATION L0001281     VOLUME   475962.749 3744151.501 472.00
   LOCATION L0001282     VOLUME   475964.280 3744148.180 472.00
   LOCATION L0001283     VOLUME   475965.811 3744144.858 472.00
   LOCATION L0001284     VOLUME   475967.343 3744141.537 472.00
   LOCATION L0001285     VOLUME   475968.874 3744138.215 472.00
   LOCATION L0001286     VOLUME   475970.406 3744134.894 472.03
   LOCATION L0001287     VOLUME   475971.173 3744131.345 472.10
   LOCATION L0001288     VOLUME   475971.707 3744127.726 472.17
   LOCATION L0001289     VOLUME   475972.241 3744124.108 472.24
   LOCATION L0001290     VOLUME   475972.775 3744120.489 472.30
   LOCATION L0001291     VOLUME   475973.309 3744116.871 472.35
   LOCATION L0001292     VOLUME   475973.842 3744113.252 472.41
   LOCATION L0001293     VOLUME   475974.024 3744109.610 472.47
   LOCATION L0001294     VOLUME   475973.995 3744105.952 472.53
   LOCATION L0001295     VOLUME   475973.966 3744102.295 472.53
   LOCATION L0001296     VOLUME   475973.936 3744098.637 472.53
   LOCATION L0001297     VOLUME   475973.907 3744094.980 472.53
   LOCATION L0001298     VOLUME   475973.878 3744091.322 472.53
   LOCATION L0001299     VOLUME   475973.848 3744087.665 472.53
   LOCATION L0001300     VOLUME   475973.819 3744084.007 472.53
   LOCATION L0001301     VOLUME   475973.790 3744080.350 472.53
   LOCATION L0001302     VOLUME   475973.760 3744076.692 472.54
   LOCATION L0001303     VOLUME   475973.731 3744073.035 472.54
   LOCATION L0001304     VOLUME   475973.702 3744069.377 472.54
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   LOCATION L0001305     VOLUME   475973.672 3744065.720 472.54
   LOCATION L0001306     VOLUME   475973.643 3744062.062 472.54
   LOCATION L0001307     VOLUME   475973.614 3744058.405 472.54
   LOCATION L0001308     VOLUME   475973.584 3744054.747 472.54
   LOCATION L0001309     VOLUME   475973.555 3744051.090 472.54
   LOCATION L0001310     VOLUME   475973.526 3744047.432 472.54
   LOCATION L0001311     VOLUME   475973.496 3744043.775 472.54
   LOCATION L0001312     VOLUME   475973.467 3744040.117 472.55
   LOCATION L0001313     VOLUME   475973.438 3744036.460 472.55
   LOCATION L0001314     VOLUME   475973.408 3744032.803 472.55
   LOCATION L0001315     VOLUME   475973.379 3744029.145 472.55
   LOCATION L0001316     VOLUME   475973.350 3744025.488 472.55
   LOCATION L0001317     VOLUME   475973.320 3744021.830 472.55
   LOCATION L0001318     VOLUME   475973.291 3744018.173 472.55
   LOCATION L0001319     VOLUME   475973.262 3744014.515 472.55
   LOCATION L0001320     VOLUME   475973.232 3744010.858 472.55
   LOCATION L0001321     VOLUME   475973.203 3744007.200 472.55
   LOCATION L0001322     VOLUME   475973.174 3744003.543 472.56
   LOCATION L0001323     VOLUME   475973.144 3743999.885 472.56
   LOCATION L0001324     VOLUME   475973.115 3743996.228 472.56
   LOCATION L0001325     VOLUME   475973.086 3743992.570 472.56
   LOCATION L0001326     VOLUME   475973.056 3743988.913 472.56
   LOCATION L0001327     VOLUME   475973.027 3743985.255 472.56
   LOCATION L0001328     VOLUME   475972.998 3743981.598 472.56
   LOCATION L0001329     VOLUME   475972.968 3743977.940 472.56
** End of LINE VOLUME Source ID = DW3
   LOCATION IDLEN        POINT      475957.000  3744065.000      473.000
** DESCRSRC Truck Idling North
   LOCATION TRUN         POINT      475957.000  3744060.000      473.000
** DESCRSRC Total TRU North
   LOCATION TRUS         POINT      475959.000  3743878.000      472.410
** DESCRSRC TRU South
   LOCATION IDLES        POINT      475959.000  3743874.000      472.280
** DESCRSRC Truck Idling South
** Source Parameters **
** LINE VOLUME Source ID = SEATON1
   SRCPARAM L0000887     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000888     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000889     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000890     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000891     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000892     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000893     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000894     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000895     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000896     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000897     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000898     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000899     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000900     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000901     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000902     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000903     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000904     0.00000002773      0.92      1.70      0.85
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   SRCPARAM L0000905     0.00000002773      0.92      1.70      0.85
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   SRCPARAM L0000907     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000908     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000909     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000910     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000911     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000912     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000913     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000914     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000915     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000916     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000917     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000918     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000919     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000920     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000921     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000922     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000923     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000924     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000925     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000926     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000927     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000928     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000929     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000930     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000931     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000932     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000933     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000934     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000935     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000936     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000937     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000938     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000939     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000940     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000941     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000942     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000943     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000944     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000945     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000946     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000947     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000948     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000949     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000950     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000951     0.00000002773      0.92      1.70      0.85
   SRCPARAM L0000952     0.00000002773      0.92      1.70      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = SEATON2
   SRCPARAM L0000953     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000954     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000955     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000956     0.00000004407      0.92      0.85      0.85
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   SRCPARAM L0000957     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000958     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000959     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000960     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000961     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000962     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000963     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000964     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000965     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000966     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000967     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000968     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000969     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000970     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000971     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000972     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000973     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000974     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000975     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000976     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000977     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000978     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000979     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000980     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000981     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000982     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000983     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000984     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000985     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000986     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000987     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000988     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000989     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000990     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000991     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000992     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000993     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000994     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000995     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000996     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000997     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000998     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0000999     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001000     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001001     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001002     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001003     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001004     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001005     0.00000004407      0.92      0.85      0.85
   SRCPARAM L0001006     0.00000004407      0.92      0.85      0.85
** ----------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOW
   SRCPARAM L0001007     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001008     0.000000055      0.92      5.67      0.85
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   SRCPARAM L0001009     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001010     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001011     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001012     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001013     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001014     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001015     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001016     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001017     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001018     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001019     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001020     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001021     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001022     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001023     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001024     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001025     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001026     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001027     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001028     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001029     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001030     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001031     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001032     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001033     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001034     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001035     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001036     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001037     0.000000055      0.92      5.67      0.85
   SRCPARAM L0001038     0.000000055      0.92      5.67      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOM
   SRCPARAM L0001039     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001040     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001041     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001042     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001043     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001044     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001045     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001046     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001047     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001048     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001049     0.00000007758      0.92      5.67      0.85
   SRCPARAM L0001050     0.00000007758      0.92      5.67      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOE
   SRCPARAM L0001051     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001052     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001053     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001054     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001055     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001056     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001057     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001058     0.0000002097      0.92      5.67      0.85
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   SRCPARAM L0001059     0.0000002097      0.92      5.67      0.85
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   SRCPARAM L0001062     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001063     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001064     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001065     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001066     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001067     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001068     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001069     0.0000002097      0.92      5.67      0.85
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   SRCPARAM L0001071     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001072     0.0000002097      0.92      5.67      0.85
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   SRCPARAM L0001074     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001075     0.0000002097      0.92      5.67      0.85
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   SRCPARAM L0001078     0.0000002097      0.92      5.67      0.85
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   SRCPARAM L0001081     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001082     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001083     0.0000002097      0.92      5.67      0.85
   SRCPARAM L0001084     0.0000002097      0.92      5.67      0.85
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** LINE VOLUME Source ID = DW1
   SRCPARAM L0001085     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001086     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001087     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001088     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001089     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001090     0.00000006356      0.92      1.70      0.85
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   SRCPARAM L0001093     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001094     0.00000006356      0.92      1.70      0.85
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   SRCPARAM L0001101     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001102     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001103     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001104     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001105     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001106     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001107     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001108     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001109     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001110     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001111     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001114     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001115     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001116     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001117     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001118     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001119     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001120     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001121     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001122     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001123     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001124     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001126     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001127     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001128     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001129     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001130     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001152     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001154     0.00000006356      0.92      1.70      0.85
SRCPARAM L0001155     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001160     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001162     0.00000006356      0.92      1.70      0.85
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SRCPARAM L0001164     0.00000006356      0.92      1.70      0.85
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   SRCPARAM L0001184     0.00000006356      0.92      1.70      0.85
   SRCPARAM L0001185     0.00000006356      0.92      1.70      0.85
** ----------------------------------------------------------------------
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   SRCPARAM L0001194     0.0000001063      0.92      1.70      0.85
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   SRCPARAM L0001216     0.0000001063      0.92      1.70      0.85
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SRCPARAM L0001265     0.0000001063      0.92      1.70      0.85
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SRCPARAM L0001270     0.0000001063      0.92      1.70      0.85
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   SRCPARAM L0001274     0.0000001063      0.92      1.70      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = DW3
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   SRCPARAM L0001301     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001302     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001303     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001304     0.00000004255      0.92      1.70      0.85
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   SRCPARAM L0001322     0.00000004255      0.92      1.70      0.85
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   SRCPARAM L0001325     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001326     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001327     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001328     0.00000004255      0.92      1.70      0.85
   SRCPARAM L0001329     0.00000004255      0.92      1.70      0.85
** ------------------------------------------------------------------
   SRCPARAM IDLEN        0.0000117     3.840   366.000  50.00000     0.100
   SRCPARAM TRUN          0.000132     3.658   501.000  50.00000     0.040
   SRCPARAM TRUS          0.000132     3.658   501.000  50.00000     0.040
   SRCPARAM IDLES        0.0000117     3.840   366.000  50.00000     0.100

** Building Downwash **
   BUILDHGT IDLEN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT TRUN            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN            13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT TRUS            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS            13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS            13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT IDLES           13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT IDLES           13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT IDLES           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLES           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDWID IDLEN          178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID IDLEN          301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID IDLEN          292.74   274.90   248.71   214.96   174.68   133.62
   BUILDWID IDLEN          178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID IDLEN          301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID IDLEN          292.74   274.90   248.71   214.96   174.68   133.62

   BUILDWID TRUN           178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID TRUN           301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID TRUN           292.74   274.90   248.71   214.96   174.68   133.62
   BUILDWID TRUN           178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID TRUN           301.95   291.76   273.82   292.08   301.46   301.68
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BUILDWID	TRUN	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	TRUS	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	TRUS	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	TRUS	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	TRUS	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	TRUS	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	TRUS	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	IDLES	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	IDLES	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	IDLES	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	IDLES	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	IDLES	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	IDLES	292.74	274.90	248.71	214.96	174.68	133.62
BUILDLEN	IDLEN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLEN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLEN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLEN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLEN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLEN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUS	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUS	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUS	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUS	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUS	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUS	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLES	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLES	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLES	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLES	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLES	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLES	277.65	294.79	302.98	301.95	291.76	273.82
XBADJ	IDLEN	-251.51	-262.62	-265.75	-260.80	-247.93	-227.53
XBADJ	IDLEN	-200.21	-166.81	-130.44	-135.49	-136.42	-133.20
XBADJ	IDLEN	-125.94	-114.85	-100.27	-82.64	-62.51	-41.06
XBADJ	IDLEN	-40.57	-38.84	-35.93	-31.94	-26.97	-21.18
XBADJ	IDLEN	-14.75	-7.87	-3.18	-43.46	-82.42	-118.87
XBADJ	IDLEN	-151.71	-179.94	-202.71	-219.31	-229.25	-232.76
XBADJ	TRUN	-246.59	-257.92	-261.42	-256.97	-244.72	-225.03
XBADJ	TRUN	-198.50	-165.94	-130.44	-136.35	-138.13	-135.70
XBADJ	TRUN	-129.15	-118.68	-104.60	-87.34	-67.43	-46.06

```
   XBADJ    TRUN          -45.49   -43.54   -40.26   -35.77   -30.18   -23.68
   XBADJ    TRUN          -16.46    -8.74    -3.18   -42.59   -80.71  -116.37
   XBADJ    TRUN         -148.50  -176.11  -198.38  -214.61  -224.33  -227.76

   XBADJ    TRUS          -67.70   -87.58  -104.80  -118.84  -129.26  -135.76
   XBADJ    TRUS         -138.13  -136.31  -132.44  -169.93  -202.25  -228.43
   XBADJ    TRUS         -247.67  -259.38  -263.21  -259.05  -247.01  -228.06
   XBADJ    TRUS         -224.38  -213.88  -196.88  -173.90  -145.64  -112.95
   XBADJ    TRUS          -76.83   -38.37    -1.18    -9.02   -16.58   -23.64
   XBADJ    TRUS          -29.98   -35.41   -39.76   -42.91   -44.75   -45.76

   XBADJ    IDLES         -63.76   -83.82  -101.34  -115.77  -126.69  -133.76
   XBADJ    IDLES        -136.76  -135.61  -132.44  -170.62  -203.62  -230.43
   XBADJ    IDLES        -250.24  -262.45  -266.68  -262.81  -250.95  -232.06
   XBADJ    IDLES        -228.32  -217.64  -200.34  -176.96  -148.21  -114.95
   XBADJ    IDLES         -78.19   -39.07    -1.18    -8.32   -15.21   -21.64
   XBADJ    IDLES         -27.41   -32.34   -36.30   -39.15   -40.81   -41.76

   YBADJ    IDLEN          46.01    27.00     7.17   -12.89   -32.55   -51.22
   YBADJ    IDLEN         -68.33   -83.37   -95.85  -105.47  -111.89  -114.91
   YBADJ    IDLEN        -114.43  -110.48  -103.17   -92.73   -79.47   -63.63
   YBADJ    IDLEN         -46.01   -27.00    -7.17    12.89    32.55    51.22
   YBADJ    IDLEN          68.34    83.37    95.85   105.47   111.89   114.91
   YBADJ    IDLEN         114.43   110.48   103.17    92.73    79.47    63.63

   YBADJ    TRUN           46.88    28.71     9.67    -9.67   -28.72   -46.89
   YBADJ    TRUN          -63.64   -78.45   -90.85  -100.55  -107.19  -110.58
   YBADJ    TRUN         -110.60  -107.27  -100.67   -91.02   -78.60   -63.63
   YBADJ    TRUN          -46.88   -28.71    -9.67     9.67    28.72    46.89
   YBADJ    TRUN           63.64    78.45    90.85   100.55   107.19   110.58
   YBADJ    TRUN          110.60   107.27   100.67    91.02    78.60    63.63

   YBADJ    TRUS           80.46    92.84   102.40   108.85   111.99   111.73
   YBADJ    TRUS          108.07   101.13    91.15    78.34    63.15    46.04
   YBADJ    TRUS           27.53     8.19   -11.41   -30.65   -48.97   -65.63
   YBADJ    TRUS          -80.46   -92.84  -102.40  -108.85  -111.99  -111.73
   YBADJ    TRUS         -108.07  -101.13   -91.15   -78.34   -63.15   -46.04
   YBADJ    TRUS          -27.53    -8.19    11.41    30.65    48.97    65.63

   YBADJ    IDLES          81.15    94.20   104.40   111.42   115.05   115.19
   YBADJ    IDLES         111.83   105.07    95.15    82.28    66.91    49.50
   YBADJ    IDLES          30.60    10.76    -9.41   -29.28   -48.27   -65.63
   YBADJ    IDLES         -81.15   -94.21  -104.40  -111.42  -115.05  -115.19
   YBADJ    IDLES        -111.83  -105.07   -95.15   -82.28   -66.91   -49.50
   YBADJ    IDLES         -30.60   -10.76     9.41    29.28    48.27    65.63

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
```

```
**
RE STARTING
   INCLUDED DPM2023.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\PerrisADJU\PERI_V9_ADJU\PERI_v9.SFC
   PROFFILE ..\PerrisADJU\PERI_V9_ADJU\PERI_v9.PFL
   SURFDATA 3171 2010 Perris
   UAIRDATA 3190 2010
   SITEDATA 99999 2010
   PROFBASE 442.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST DPM2023.AD\24H1GALL.PLT 31
   PLOTFILE ANNUAL ALL DPM2023.AD\AN00GALL.PLT 32
   SUMMFILE DPM2023.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD (21112 ): Seaton Ave & Cajalco Rd Warehouse - 2023-2025 PM10 Emissions              02/05/22
* AERMET ( 16216):                                                                          11:38:05
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS   5 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF     8 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP      NUM YRS
NET ID
* _____________ _____________ _____________  _______  _______  _______  ______  ________  ________
________
  476290.00000 3744239.00000       0.00291   466.00   466.00     0.00  ANNUAL  ALL       00000005
  475943.00000 3743567.00000       0.00400   471.56   471.56     0.00  ANNUAL  ALL       00000005
  475733.00000 3743742.00000       0.00371   475.86   475.86     0.00  ANNUAL  ALL       00000005
  475754.00000 3743798.00000       0.00496   475.86   475.86     0.00  ANNUAL  ALL       00000005
  475762.00000 3743835.00000       0.00617   475.98   475.98     0.00  ANNUAL  ALL       00000005
  475578.00000 3744106.00000       0.00301   479.73   479.73     0.00  ANNUAL  ALL       00000005
  475641.00000 3744186.00000       0.00393   477.63   477.63     0.00  ANNUAL  ALL       00000005
  475769.00000 3744370.00000       0.00533   474.07   474.07     0.00  ANNUAL  ALL       00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

```
* AERMOD (21112 ): Seaton Ave & Cajalco Rd Warehouse - 2023-2025 PM10 Emissions             02/05/22
* AERMET ( 16216):                                                                        11:38:05
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF  HIGH   1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF     8 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),3X,A5,2X,A8,2X,A5,5X,A8,2X,I8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP        RANK     NET ID   DATE(CONC)
* ____________ ____________ _____________ _______ _______ _______ ______ _________ _________ _________ _________
  476290.00000 3744239.00000       0.00912  466.00  466.00    0.00  24-HR  ALL         1ST                 14011724
  475943.00000 3743567.00000       0.01260  471.56  471.56    0.00  24-HR  ALL         1ST                 10073024
  475733.00000 3743742.00000       0.01070  475.86  475.86    0.00  24-HR  ALL         1ST                 14120324
  475754.00000 3743798.00000       0.01474  475.86  475.86    0.00  24-HR  ALL         1ST                 14120324
  475762.00000 3743835.00000       0.01643  475.98  475.98    0.00  24-HR  ALL         1ST                 14120324
  475578.00000 3744106.00000       0.01357  479.73  479.73    0.00  24-HR  ALL         1ST                 14040424
  475641.00000 3744186.00000       0.01478  477.63  477.63    0.00  24-HR  ALL         1ST                 15041024
  475769.00000 3744370.00000       0.01846  474.07  474.07    0.00  24-HR  ALL         1ST                 15081724
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX D

AERMOD Model Years 2026 – 2040 Operational PM10 Printouts

```
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/5/2022
** File: C:\Vista Env\2021\21016 RiversideCo\AERMOD\DPM2026\DPM2026.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Seaton Ave & Cajalco Rd Warehouse - 2026-2040 PM10 Emissions
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 2189641 Riverside_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL DPM2026.err
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SEATON1
** DESCRSRC Seaton Ave - DW 1 to DW 2
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 1.77E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 475792.764, 3743806.595, 475.05, 0.92, 1.70
** 475792.499, 3744049.067, 475.76, 0.92, 1.70
** ------------------------------------------------------------------------
   LOCATION L0001330     VOLUME   475792.762 3743808.424 475.04
   LOCATION L0001331     VOLUME   475792.758 3743812.081 475.11
   LOCATION L0001332     VOLUME   475792.754 3743815.739 475.18
   LOCATION L0001333     VOLUME   475792.750 3743819.396 475.25
   LOCATION L0001334     VOLUME   475792.746 3743823.054 475.32
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LOCATION L0001335 VOLUME 475792.742 3743826.712 475.39
LOCATION L0001336 VOLUME 475792.738 3743830.369 475.46
LOCATION L0001337 VOLUME 475792.734 3743834.027 475.53
LOCATION L0001338 VOLUME 475792.730 3743837.684 475.59
LOCATION L0001339 VOLUME 475792.726 3743841.342 475.64
LOCATION L0001340 VOLUME 475792.722 3743845.000 475.70
LOCATION L0001341 VOLUME 475792.718 3743848.657 475.75
LOCATION L0001342 VOLUME 475792.714 3743852.315 475.80
LOCATION L0001343 VOLUME 475792.710 3743855.972 475.85
LOCATION L0001344 VOLUME 475792.706 3743859.630 475.91
LOCATION L0001345 VOLUME 475792.702 3743863.288 475.96
LOCATION L0001346 VOLUME 475792.698 3743866.945 476.00
LOCATION L0001347 VOLUME 475792.694 3743870.603 476.00
LOCATION L0001348 VOLUME 475792.690 3743874.260 476.00
LOCATION L0001349 VOLUME 475792.686 3743877.918 476.00
LOCATION L0001350 VOLUME 475792.682 3743881.576 476.00
LOCATION L0001351 VOLUME 475792.678 3743885.233 476.00
LOCATION L0001352 VOLUME 475792.674 3743888.891 476.00
LOCATION L0001353 VOLUME 475792.670 3743892.548 476.00
LOCATION L0001354 VOLUME 475792.666 3743896.206 476.00
LOCATION L0001355 VOLUME 475792.662 3743899.864 476.00
LOCATION L0001356 VOLUME 475792.658 3743903.521 476.00
LOCATION L0001357 VOLUME 475792.654 3743907.179 476.00
LOCATION L0001358 VOLUME 475792.650 3743910.836 476.00
LOCATION L0001359 VOLUME 475792.646 3743914.494 476.00
LOCATION L0001360 VOLUME 475792.642 3743918.152 476.00
LOCATION L0001361 VOLUME 475792.638 3743921.809 476.00
LOCATION L0001362 VOLUME 475792.634 3743925.467 476.00
LOCATION L0001363 VOLUME 475792.630 3743929.124 476.00
LOCATION L0001364 VOLUME 475792.626 3743932.782 476.00
LOCATION L0001365 VOLUME 475792.622 3743936.440 476.00
LOCATION L0001366 VOLUME 475792.618 3743940.097 476.00
LOCATION L0001367 VOLUME 475792.614 3743943.755 476.00
LOCATION L0001368 VOLUME 475792.610 3743947.412 476.00
LOCATION L0001369 VOLUME 475792.606 3743951.070 476.00
LOCATION L0001370 VOLUME 475792.602 3743954.727 476.00
LOCATION L0001371 VOLUME 475792.598 3743958.385 476.00
LOCATION L0001372 VOLUME 475792.594 3743962.043 476.00
LOCATION L0001373 VOLUME 475792.590 3743965.700 476.00
LOCATION L0001374 VOLUME 475792.586 3743969.358 476.00
LOCATION L0001375 VOLUME 475792.582 3743973.015 476.00
LOCATION L0001376 VOLUME 475792.578 3743976.673 476.00
LOCATION L0001377 VOLUME 475792.574 3743980.331 476.00
LOCATION L0001378 VOLUME 475792.570 3743983.988 476.00
LOCATION L0001379 VOLUME 475792.566 3743987.646 476.00
LOCATION L0001380 VOLUME 475792.562 3743991.303 476.00
LOCATION L0001381 VOLUME 475792.558 3743994.961 476.00
LOCATION L0001382 VOLUME 475792.554 3743998.619 476.00
LOCATION L0001383 VOLUME 475792.550 3744002.276 476.00
LOCATION L0001384 VOLUME 475792.546 3744005.934 476.00
LOCATION L0001385 VOLUME 475792.542 3744009.591 476.00
LOCATION L0001386 VOLUME 475792.538 3744013.249 476.00
LOCATION L0001387 VOLUME 475792.534 3744016.907 475.99
LOCATION L0001388 VOLUME 475792.530 3744020.564 475.94

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   LOCATION L0001389     VOLUME   475792.526 3744024.222 475.89
   LOCATION L0001390     VOLUME   475792.522 3744027.879 475.84
   LOCATION L0001391     VOLUME   475792.518 3744031.537 475.78
   LOCATION L0001392     VOLUME   475792.514 3744035.195 475.73
   LOCATION L0001393     VOLUME   475792.510 3744038.852 475.68
   LOCATION L0001394     VOLUME   475792.506 3744042.510 475.63
   LOCATION L0001395     VOLUME   475792.502 3744046.167 475.58
** End of LINE VOLUME Source ID = SEATON1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SEATON2
** DESCRSRC Seaton Ave - DW 1 to Cajalco Expwy
** PREFIX
** Length of Side = 1.83
** Configuration = Adjacent
** Emission Rate = 2.3E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 475792.586, 3744052.502, 475.75, 0.92, 0.85
** 475794.363, 3744151.084, 474.73, 0.92, 0.85
** ----------------------------------------------------------------------
   LOCATION L0001396     VOLUME   475792.602 3744053.416 475.44
   LOCATION L0001397     VOLUME   475792.635 3744055.245 475.40
   LOCATION L0001398     VOLUME   475792.668 3744057.073 475.36
   LOCATION L0001399     VOLUME   475792.701 3744058.902 475.33
   LOCATION L0001400     VOLUME   475792.734 3744060.730 475.29
   LOCATION L0001401     VOLUME   475792.767 3744062.559 475.26
   LOCATION L0001402     VOLUME   475792.800 3744064.387 475.22
   LOCATION L0001403     VOLUME   475792.833 3744066.216 475.19
   LOCATION L0001404     VOLUME   475792.866 3744068.044 475.15
   LOCATION L0001405     VOLUME   475792.899 3744069.873 475.12
   LOCATION L0001406     VOLUME   475792.932 3744071.701 475.08
   LOCATION L0001407     VOLUME   475792.965 3744073.530 475.05
   LOCATION L0001408     VOLUME   475792.998 3744075.358 475.02
   LOCATION L0001409     VOLUME   475793.031 3744077.187 475.00
   LOCATION L0001410     VOLUME   475793.064 3744079.015 475.00
   LOCATION L0001411     VOLUME   475793.097 3744080.844 475.00
   LOCATION L0001412     VOLUME   475793.130 3744082.672 475.00
   LOCATION L0001413     VOLUME   475793.163 3744084.501 475.00
   LOCATION L0001414     VOLUME   475793.196 3744086.329 475.00
   LOCATION L0001415     VOLUME   475793.229 3744088.158 475.00
   LOCATION L0001416     VOLUME   475793.262 3744089.986 475.00
   LOCATION L0001417     VOLUME   475793.295 3744091.815 475.00
   LOCATION L0001418     VOLUME   475793.328 3744093.643 475.00
   LOCATION L0001419     VOLUME   475793.361 3744095.472 475.00
   LOCATION L0001420     VOLUME   475793.394 3744097.300 475.00
   LOCATION L0001421     VOLUME   475793.427 3744099.129 475.00
   LOCATION L0001422     VOLUME   475793.459 3744100.957 475.00
   LOCATION L0001423     VOLUME   475793.492 3744102.786 475.00
   LOCATION L0001424     VOLUME   475793.525 3744104.614 475.00
   LOCATION L0001425     VOLUME   475793.558 3744106.443 475.00
   LOCATION L0001426     VOLUME   475793.591 3744108.271 474.97
   LOCATION L0001427     VOLUME   475793.624 3744110.100 474.94
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   LOCATION L0001428     VOLUME   475793.657 3744111.928 474.91
   LOCATION L0001429     VOLUME   475793.690 3744113.757 474.88
   LOCATION L0001430     VOLUME   475793.723 3744115.585 474.85
   LOCATION L0001431     VOLUME   475793.756 3744117.414 474.83
   LOCATION L0001432     VOLUME   475793.789 3744119.242 474.80
   LOCATION L0001433     VOLUME   475793.822 3744121.071 474.77
   LOCATION L0001434     VOLUME   475793.855 3744122.899 474.74
   LOCATION L0001435     VOLUME   475793.888 3744124.728 474.71
   LOCATION L0001436     VOLUME   475793.921 3744126.556 474.68
   LOCATION L0001437     VOLUME   475793.954 3744128.385 474.65
   LOCATION L0001438     VOLUME   475793.987 3744130.213 474.62
   LOCATION L0001439     VOLUME   475794.020 3744132.042 474.59
   LOCATION L0001440     VOLUME   475794.053 3744133.870 474.56
   LOCATION L0001441     VOLUME   475794.086 3744135.699 474.53
   LOCATION L0001442     VOLUME   475794.119 3744137.527 474.52
   LOCATION L0001443     VOLUME   475794.152 3744139.356 474.52
   LOCATION L0001444     VOLUME   475794.185 3744141.184 474.52
   LOCATION L0001445     VOLUME   475794.218 3744143.013 474.52
   LOCATION L0001446     VOLUME   475794.251 3744144.841 474.52
   LOCATION L0001447     VOLUME   475794.284 3744146.670 474.52
   LOCATION L0001448     VOLUME   475794.317 3744148.498 474.52
   LOCATION L0001449     VOLUME   475794.350 3744150.327 474.52
** End of LINE VOLUME Source ID = SEATON2
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOW
** DESCRSRC Cajalco Rd W of Seaton Ave
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 1.7E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 475792.009, 3744155.293, 474.75, 0.92, 5.67
** 475649.319, 3744153.596, 477.60, 0.92, 5.67
** 475531.740, 3744151.815, 479.93, 0.92, 5.67
** 475402.581, 3744150.479, 481.06, 0.92, 5.67
** ------------------------------------------------------------------
   LOCATION L0001450     VOLUME   475785.914 3744155.220 474.80
   LOCATION L0001451     VOLUME   475773.722 3744155.075 475.00
   LOCATION L0001452     VOLUME   475761.531 3744154.930 475.00
   LOCATION L0001453     VOLUME   475749.340 3744154.785 475.02
   LOCATION L0001454     VOLUME   475737.149 3744154.640 475.42
   LOCATION L0001455     VOLUME   475724.958 3744154.496 475.83
   LOCATION L0001456     VOLUME   475712.767 3744154.351 476.14
   LOCATION L0001457     VOLUME   475700.576 3744154.206 476.39
   LOCATION L0001458     VOLUME   475688.384 3744154.061 476.62
   LOCATION L0001459     VOLUME   475676.193 3744153.916 476.78
   LOCATION L0001460     VOLUME   475664.002 3744153.771 476.94
   LOCATION L0001461     VOLUME   475651.811 3744153.626 477.27
   LOCATION L0001462     VOLUME   475639.620 3744153.449 477.67
   LOCATION L0001463     VOLUME   475627.430 3744153.265 478.08
   LOCATION L0001464     VOLUME   475615.239 3744153.080 478.49
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   LOCATION L0001465     VOLUME   475603.049 3744152.895 478.89
   LOCATION L0001466     VOLUME   475590.858 3744152.711 479.00
   LOCATION L0001467     VOLUME   475578.667 3744152.526 479.00
   LOCATION L0001468     VOLUME   475566.477 3744152.341 479.11
   LOCATION L0001469     VOLUME   475554.286 3744152.157 479.52
   LOCATION L0001470     VOLUME   475542.095 3744151.972 479.92
   LOCATION L0001471     VOLUME   475529.905 3744151.796 480.16
   LOCATION L0001472     VOLUME   475517.713 3744151.670 480.36
   LOCATION L0001473     VOLUME   475505.522 3744151.544 480.49
   LOCATION L0001474     VOLUME   475493.331 3744151.418 480.49
   LOCATION L0001475     VOLUME   475481.139 3744151.291 480.50
   LOCATION L0001476     VOLUME   475468.948 3744151.165 480.32
   LOCATION L0001477     VOLUME   475456.757 3744151.039 480.12
   LOCATION L0001478     VOLUME   475444.565 3744150.913 480.17
   LOCATION L0001479     VOLUME   475432.374 3744150.787 480.58
   LOCATION L0001480     VOLUME   475420.183 3744150.661 480.99
   LOCATION L0001481     VOLUME   475407.991 3744150.535 481.00
** End of LINE VOLUME Source ID = CAJALCOW
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOM
** DESCRSRC Cajalco Expwy - Seaton Ave to DW 3
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 8.05E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 5
** 475799.958, 3744155.595, 474.48, 0.92, 5.67
** 475857.407, 3744159.291, 473.20, 0.92, 5.67
** 475907.071, 3744169.646, 472.92, 0.92, 5.67
** 475925.486, 3744173.878, 472.11, 0.92, 5.67
** 475948.668, 3744181.941, 472.00, 0.92, 5.67
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   LOCATION L0001482     VOLUME   475806.041 3744155.986 474.13
   LOCATION L0001483     VOLUME   475818.208 3744156.769 473.81
   LOCATION L0001484     VOLUME   475830.375 3744157.552 473.51
   LOCATION L0001485     VOLUME   475842.542 3744158.334 473.26
   LOCATION L0001486     VOLUME   475854.709 3744159.117 473.24
   LOCATION L0001487     VOLUME   475866.695 3744161.227 473.17
   LOCATION L0001488     VOLUME   475878.631 3744163.716 473.06
   LOCATION L0001489     VOLUME   475890.566 3744166.205 473.00
   LOCATION L0001490     VOLUME   475902.501 3744168.693 472.83
   LOCATION L0001491     VOLUME   475914.404 3744171.331 472.43
   LOCATION L0001492     VOLUME   475926.261 3744174.147 472.09
   LOCATION L0001493     VOLUME   475937.777 3744178.153 472.00
** End of LINE VOLUME Source ID = CAJALCOM
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOE
** DESCRSRC Cajalco Expwy E of DW 3
** PREFIX
** Length of Side = 12.19
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** Configuration = Adjacent
** Emission Rate = 5.3E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 8
** 475956.271, 3744181.967, 471.93, 0.92, 5.67
** 476002.488, 3744201.354, 471.13, 0.92, 5.67
** 476045.770, 3744228.825, 470.05, 0.92, 5.67
** 476079.864, 3744252.549, 469.97, 0.92, 5.67
** 476129.923, 3744297.137, 469.00, 0.92, 5.67
** 476169.588, 3744341.726, 467.09, 0.92, 5.67
** 476215.925, 3744399.638, 466.21, 0.92, 5.67
** 476254.544, 3744455.296, 465.00, 0.92, 5.67
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   LOCATION L0001494     VOLUME   475961.892 3744184.325 471.96
   LOCATION L0001495     VOLUME   475973.135 3744189.041 471.66
   LOCATION L0001496     VOLUME   475984.378 3744193.757 471.25
   LOCATION L0001497     VOLUME   475995.621 3744198.473 471.00
   LOCATION L0001498     VOLUME   476006.494 3744203.897 471.00
   LOCATION L0001499     VOLUME   476016.788 3744210.430 471.00
   LOCATION L0001500     VOLUME   476027.081 3744216.964 470.83
   LOCATION L0001501     VOLUME   476037.375 3744223.497 470.47
   LOCATION L0001502     VOLUME   476047.616 3744230.110 470.06
   LOCATION L0001503     VOLUME   476057.624 3744237.073 470.00
   LOCATION L0001504     VOLUME   476067.631 3744244.037 470.00
   LOCATION L0001505     VOLUME   476077.639 3744251.001 470.00
   LOCATION L0001506     VOLUME   476086.944 3744258.855 469.70
   LOCATION L0001507     VOLUME   476096.048 3744266.964 469.29
   LOCATION L0001508     VOLUME   476105.152 3744275.074 469.06
   LOCATION L0001509     VOLUME   476114.256 3744283.183 469.00
   LOCATION L0001510     VOLUME   476123.360 3744291.292 468.92
   LOCATION L0001511     VOLUME   476132.185 3744299.680 468.66
   LOCATION L0001512     VOLUME   476140.289 3744308.790 468.24
   LOCATION L0001513     VOLUME   476148.392 3744317.899 467.98
   LOCATION L0001514     VOLUME   476156.495 3744327.008 467.80
   LOCATION L0001515     VOLUME   476164.599 3744336.118 467.45
   LOCATION L0001516     VOLUME   476172.515 3744345.385 467.02
   LOCATION L0001517     VOLUME   476180.132 3744354.905 467.00
   LOCATION L0001518     VOLUME   476187.749 3744364.424 467.00
   LOCATION L0001519     VOLUME   476195.366 3744373.944 467.00
   LOCATION L0001520     VOLUME   476202.983 3744383.464 466.76
   LOCATION L0001521     VOLUME   476210.600 3744392.984 466.44
   LOCATION L0001522     VOLUME   476218.017 3744402.653 466.12
   LOCATION L0001523     VOLUME   476224.967 3744412.670 466.00
   LOCATION L0001524     VOLUME   476231.917 3744422.687 465.96
   LOCATION L0001525     VOLUME   476238.868 3744432.704 465.73
   LOCATION L0001526     VOLUME   476245.818 3744442.720 465.37
   LOCATION L0001527     VOLUME   476252.769 3744452.737 465.11
** End of LINE VOLUME Source ID = CAJALCOE
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW1
** DESCRSRC Project Driveway 1
** PREFIX
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** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 4.42E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 7
** 475797.243, 3744050.950, 475.48, 0.92, 1.70
** 475820.914, 3744051.314, 475.12, 0.92, 1.70
** 475821.241, 3744109.208, 474.77, 0.92, 1.70
** 475832.467, 3744117.979, 474.25, 0.92, 1.70
** 475958.018, 3744117.536, 472.93, 0.92, 1.70
** 475966.789, 3744109.818, 472.92, 0.92, 1.70
** 475965.527, 3743973.087, 472.88, 0.92, 1.70
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   LOCATION L0001528     VOLUME   475799.072 3744050.978 475.30
   LOCATION L0001529     VOLUME   475802.729 3744051.034 475.20
   LOCATION L0001530     VOLUME   475806.386 3744051.090 475.10
   LOCATION L0001531     VOLUME   475810.043 3744051.147 475.00
   LOCATION L0001532     VOLUME   475813.700 3744051.203 475.00
   LOCATION L0001533     VOLUME   475817.357 3744051.259 475.00
   LOCATION L0001534     VOLUME   475820.914 3744051.415 475.00
   LOCATION L0001535     VOLUME   475820.935 3744055.072 475.00
   LOCATION L0001536     VOLUME   475820.956 3744058.730 475.00
   LOCATION L0001537     VOLUME   475820.976 3744062.387 475.00
   LOCATION L0001538     VOLUME   475820.997 3744066.045 475.00
   LOCATION L0001539     VOLUME   475821.018 3744069.702 475.00
   LOCATION L0001540     VOLUME   475821.038 3744073.360 475.00
   LOCATION L0001541     VOLUME   475821.059 3744077.017 474.99
   LOCATION L0001542     VOLUME   475821.080 3744080.675 474.94
   LOCATION L0001543     VOLUME   475821.100 3744084.333 474.90
   LOCATION L0001544     VOLUME   475821.121 3744087.990 474.85
   LOCATION L0001545     VOLUME   475821.142 3744091.648 474.81
   LOCATION L0001546     VOLUME   475821.162 3744095.305 474.76
   LOCATION L0001547     VOLUME   475821.183 3744098.963 474.71
   LOCATION L0001548     VOLUME   475821.204 3744102.620 474.67
   LOCATION L0001549     VOLUME   475821.224 3744106.278 474.62
   LOCATION L0001550     VOLUME   475821.814 3744109.656 474.53
   LOCATION L0001551     VOLUME   475824.696 3744111.908 474.41
   LOCATION L0001552     VOLUME   475827.578 3744114.160 474.30
   LOCATION L0001553     VOLUME   475830.460 3744116.411 474.21
   LOCATION L0001554     VOLUME   475833.578 3744117.975 474.13
   LOCATION L0001555     VOLUME   475837.236 3744117.962 474.05
   LOCATION L0001556     VOLUME   475840.893 3744117.949 474.00
   LOCATION L0001557     VOLUME   475844.551 3744117.936 474.00
   LOCATION L0001558     VOLUME   475848.209 3744117.923 474.00
   LOCATION L0001559     VOLUME   475851.866 3744117.911 474.00
   LOCATION L0001560     VOLUME   475855.524 3744117.898 474.00
   LOCATION L0001561     VOLUME   475859.181 3744117.885 474.00
   LOCATION L0001562     VOLUME   475862.839 3744117.872 474.00
   LOCATION L0001563     VOLUME   475866.496 3744117.859 474.00
   LOCATION L0001564     VOLUME   475870.154 3744117.846 474.00
   LOCATION L0001565     VOLUME   475873.812 3744117.833 473.95
   LOCATION L0001566     VOLUME   475877.469 3744117.820 473.90
   LOCATION L0001567     VOLUME   475881.127 3744117.807 473.85
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LOCATION L0001568 VOLUME 475884.784 3744117.794 473.81
LOCATION L0001569 VOLUME 475888.442 3744117.781 473.76
LOCATION L0001570 VOLUME 475892.100 3744117.769 473.71
LOCATION L0001571 VOLUME 475895.757 3744117.756 473.67
LOCATION L0001572 VOLUME 475899.415 3744117.743 473.62
LOCATION L0001573 VOLUME 475903.072 3744117.730 473.55
LOCATION L0001574 VOLUME 475906.730 3744117.717 473.47
LOCATION L0001575 VOLUME 475910.387 3744117.704 473.40
LOCATION L0001576 VOLUME 475914.045 3744117.691 473.32
LOCATION L0001577 VOLUME 475917.703 3744117.678 473.25
LOCATION L0001578 VOLUME 475921.360 3744117.665 473.17
LOCATION L0001579 VOLUME 475925.018 3744117.652 473.10
LOCATION L0001580 VOLUME 475928.675 3744117.640 473.02
LOCATION L0001581 VOLUME 475932.333 3744117.627 472.97
LOCATION L0001582 VOLUME 475935.990 3744117.614 472.92
LOCATION L0001583 VOLUME 475939.648 3744117.601 472.88
LOCATION L0001584 VOLUME 475943.306 3744117.588 472.83
LOCATION L0001585 VOLUME 475946.963 3744117.575 472.78
LOCATION L0001586 VOLUME 475950.621 3744117.562 472.74
LOCATION L0001587 VOLUME 475954.278 3744117.549 472.69
LOCATION L0001588 VOLUME 475957.936 3744117.536 472.65
LOCATION L0001589 VOLUME 475960.702 3744115.174 472.68
LOCATION L0001590 VOLUME 475963.448 3744112.757 472.69
LOCATION L0001591 VOLUME 475966.194 3744110.341 472.68
LOCATION L0001592 VOLUME 475966.762 3744106.953 472.75
LOCATION L0001593 VOLUME 475966.728 3744103.295 472.77
LOCATION L0001594 VOLUME 475966.695 3744099.638 472.77
LOCATION L0001595 VOLUME 475966.661 3744095.980 472.77
LOCATION L0001596 VOLUME 475966.627 3744092.323 472.77
LOCATION L0001597 VOLUME 475966.593 3744088.665 472.77
LOCATION L0001598 VOLUME 475966.560 3744085.008 472.78
LOCATION L0001599 VOLUME 475966.526 3744081.350 472.78
LOCATION L0001600 VOLUME 475966.492 3744077.693 472.78
LOCATION L0001601 VOLUME 475966.458 3744074.036 472.78
LOCATION L0001602 VOLUME 475966.425 3744070.378 472.78
LOCATION L0001603 VOLUME 475966.391 3744066.721 472.78
LOCATION L0001604 VOLUME 475966.357 3744063.063 472.78
LOCATION L0001605 VOLUME 475966.323 3744059.406 472.78
LOCATION L0001606 VOLUME 475966.290 3744055.748 472.78
LOCATION L0001607 VOLUME 475966.256 3744052.091 472.79
LOCATION L0001608 VOLUME 475966.222 3744048.433 472.79
LOCATION L0001609 VOLUME 475966.188 3744044.776 472.79
LOCATION L0001610 VOLUME 475966.155 3744041.119 472.79
LOCATION L0001611 VOLUME 475966.121 3744037.461 472.79
LOCATION L0001612 VOLUME 475966.087 3744033.804 472.79
LOCATION L0001613 VOLUME 475966.053 3744030.146 472.79
LOCATION L0001614 VOLUME 475966.020 3744026.489 472.79
LOCATION L0001615 VOLUME 475965.986 3744022.831 472.79
LOCATION L0001616 VOLUME 475965.952 3744019.174 472.80
LOCATION L0001617 VOLUME 475965.919 3744015.516 472.80
LOCATION L0001618 VOLUME 475965.885 3744011.859 472.80
LOCATION L0001619 VOLUME 475965.851 3744008.202 472.80
LOCATION L0001620 VOLUME 475965.817 3744004.544 472.80
LOCATION L0001621 VOLUME 475965.784 3744000.887 472.80

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   LOCATION L0001622     VOLUME   475965.750 3743997.229 472.80
   LOCATION L0001623     VOLUME   475965.716 3743993.572 472.80
   LOCATION L0001624     VOLUME   475965.682 3743989.914 472.80
   LOCATION L0001625     VOLUME   475965.649 3743986.257 472.81
   LOCATION L0001626     VOLUME   475965.615 3743982.599 472.81
   LOCATION L0001627     VOLUME   475965.581 3743978.942 472.81
   LOCATION L0001628     VOLUME   475965.547 3743975.285 472.81
** End of LINE VOLUME Source ID = DW1
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW2
** DESCRSRC Project DW 2
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 6.52E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 6
** 475798.367, 3743808.003, 475.04, 0.92, 1.70
** 475819.916, 3743808.201, 474.83, 0.92, 1.70
** 475838.894, 3743816.702, 474.01, 0.92, 1.70
** 475961.794, 3743816.881, 472.07, 0.92, 1.70
** 475974.565, 3743829.484, 472.47, 0.92, 1.70
** 475972.007, 3743973.514, 472.76, 0.92, 1.70
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   LOCATION L0001629     VOLUME   475800.196 3743808.020 475.02
   LOCATION L0001630     VOLUME   475803.853 3743808.053 475.01
   LOCATION L0001631     VOLUME   475807.511 3743808.087 475.00
   LOCATION L0001632     VOLUME   475811.168 3743808.121 474.96
   LOCATION L0001633     VOLUME   475814.826 3743808.154 474.84
   LOCATION L0001634     VOLUME   475818.483 3743808.188 474.73
   LOCATION L0001635     VOLUME   475821.946 3743809.110 474.64
   LOCATION L0001636     VOLUME   475825.284 3743810.606 474.56
   LOCATION L0001637     VOLUME   475828.622 3743812.101 474.50
   LOCATION L0001638     VOLUME   475831.960 3743813.596 474.44
   LOCATION L0001639     VOLUME   475835.298 3743815.091 474.40
   LOCATION L0001640     VOLUME   475838.636 3743816.586 474.37
   LOCATION L0001641     VOLUME   475842.269 3743816.707 474.27
   LOCATION L0001642     VOLUME   475845.927 3743816.712 474.15
   LOCATION L0001643     VOLUME   475849.585 3743816.717 474.03
   LOCATION L0001644     VOLUME   475853.242 3743816.722 473.90
   LOCATION L0001645     VOLUME   475856.900 3743816.728 473.78
   LOCATION L0001646     VOLUME   475860.557 3743816.733 473.66
   LOCATION L0001647     VOLUME   475864.215 3743816.738 473.54
   LOCATION L0001648     VOLUME   475867.873 3743816.744 473.42
   LOCATION L0001649     VOLUME   475871.530 3743816.749 473.33
   LOCATION L0001650     VOLUME   475875.188 3743816.754 473.29
   LOCATION L0001651     VOLUME   475878.845 3743816.760 473.25
   LOCATION L0001652     VOLUME   475882.503 3743816.765 473.20
   LOCATION L0001653     VOLUME   475886.161 3743816.770 473.16
   LOCATION L0001654     VOLUME   475889.818 3743816.776 473.12
   LOCATION L0001655     VOLUME   475893.476 3743816.781 473.07
   LOCATION L0001656     VOLUME   475897.133 3743816.786 473.03
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LOCATION L0001657 VOLUME 475900.791 3743816.792 473.00
LOCATION L0001658 VOLUME 475904.449 3743816.797 473.00
LOCATION L0001659 VOLUME 475908.106 3743816.802 473.00
LOCATION L0001660 VOLUME 475911.764 3743816.808 473.00
LOCATION L0001661 VOLUME 475915.421 3743816.813 473.00
LOCATION L0001662 VOLUME 475919.079 3743816.818 473.00
LOCATION L0001663 VOLUME 475922.737 3743816.824 473.00
LOCATION L0001664 VOLUME 475926.394 3743816.829 473.00
LOCATION L0001665 VOLUME 475930.052 3743816.834 473.00
LOCATION L0001666 VOLUME 475933.709 3743816.840 472.92
LOCATION L0001667 VOLUME 475937.367 3743816.845 472.84
LOCATION L0001668 VOLUME 475941.025 3743816.850 472.76
LOCATION L0001669 VOLUME 475944.682 3743816.856 472.68
LOCATION L0001670 VOLUME 475948.340 3743816.861 472.60
LOCATION L0001671 VOLUME 475951.997 3743816.866 472.52
LOCATION L0001672 VOLUME 475955.655 3743816.872 472.45
LOCATION L0001673 VOLUME 475959.312 3743816.877 472.37
LOCATION L0001674 VOLUME 475962.631 3743817.707 472.35
LOCATION L0001675 VOLUME 475965.234 3743820.276 472.39
LOCATION L0001676 VOLUME 475967.838 3743822.845 472.41
LOCATION L0001677 VOLUME 475970.441 3743825.414 472.41
LOCATION L0001678 VOLUME 475973.045 3743827.983 472.41
LOCATION L0001679 VOLUME 475974.538 3743831.005 472.42
LOCATION L0001680 VOLUME 475974.473 3743834.662 472.49
LOCATION L0001681 VOLUME 475974.408 3743838.319 472.48
LOCATION L0001682 VOLUME 475974.343 3743841.976 472.42
LOCATION L0001683 VOLUME 475974.278 3743845.633 472.36
LOCATION L0001684 VOLUME 475974.213 3743849.290 472.29
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LOCATION L0001686 VOLUME 475974.083 3743856.604 472.17
LOCATION L0001687 VOLUME 475974.018 3743860.261 472.10
LOCATION L0001688 VOLUME 475973.953 3743863.918 472.04
LOCATION L0001689 VOLUME 475973.888 3743867.575 472.02
LOCATION L0001690 VOLUME 475973.824 3743871.232 472.09
LOCATION L0001691 VOLUME 475973.759 3743874.889 472.16
LOCATION L0001692 VOLUME 475973.694 3743878.546 472.22
LOCATION L0001693 VOLUME 475973.629 3743882.203 472.29
LOCATION L0001694 VOLUME 475973.564 3743885.860 472.36
LOCATION L0001695 VOLUME 475973.499 3743889.517 472.42
LOCATION L0001696 VOLUME 475973.434 3743893.174 472.49
LOCATION L0001697 VOLUME 475973.369 3743896.831 472.55
LOCATION L0001698 VOLUME 475973.304 3743900.489 472.55
LOCATION L0001699 VOLUME 475973.239 3743904.146 472.55
LOCATION L0001700 VOLUME 475973.174 3743907.803 472.56
LOCATION L0001701 VOLUME 475973.109 3743911.460 472.56
LOCATION L0001702 VOLUME 475973.044 3743915.117 472.56
LOCATION L0001703 VOLUME 475972.979 3743918.774 472.56
LOCATION L0001704 VOLUME 475972.914 3743922.431 472.56
LOCATION L0001705 VOLUME 475972.850 3743926.088 472.57
LOCATION L0001706 VOLUME 475972.785 3743929.745 472.57
LOCATION L0001707 VOLUME 475972.720 3743933.402 472.57
LOCATION L0001708 VOLUME 475972.655 3743937.059 472.57
LOCATION L0001709 VOLUME 475972.590 3743940.716 472.57
LOCATION L0001710 VOLUME 475972.525 3743944.373 472.58

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   LOCATION L0001711     VOLUME   475972.460 3743948.030 472.58
   LOCATION L0001712     VOLUME   475972.395 3743951.687 472.58
   LOCATION L0001713     VOLUME   475972.330 3743955.344 472.58
   LOCATION L0001714     VOLUME   475972.265 3743959.001 472.59
   LOCATION L0001715     VOLUME   475972.200 3743962.658 472.59
   LOCATION L0001716     VOLUME   475972.135 3743966.315 472.59
   LOCATION L0001717     VOLUME   475972.070 3743969.972 472.59
** End of LINE VOLUME Source ID = DW2
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW3
** DESCRSRC Project DW 3
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 1.61E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 475952.794, 3744173.091, 472.00, 0.92, 1.70
** 475970.764, 3744134.116, 472.15, 0.92, 1.70
** 475974.043, 3744111.896, 472.62, 0.92, 1.70
** 475972.944, 3743974.885, 472.72, 0.92, 1.70
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   LOCATION L0001718     VOLUME   475953.560 3744171.431 472.00
   LOCATION L0001719     VOLUME   475955.091 3744168.109 472.00
   LOCATION L0001720     VOLUME   475956.623 3744164.788 472.00
   LOCATION L0001721     VOLUME   475958.154 3744161.466 472.01
   LOCATION L0001722     VOLUME   475959.686 3744158.144 472.00
   LOCATION L0001723     VOLUME   475961.217 3744154.823 472.00
   LOCATION L0001724     VOLUME   475962.749 3744151.501 472.00
   LOCATION L0001725     VOLUME   475964.280 3744148.180 472.00
   LOCATION L0001726     VOLUME   475965.811 3744144.858 472.00
   LOCATION L0001727     VOLUME   475967.343 3744141.537 472.00
   LOCATION L0001728     VOLUME   475968.874 3744138.215 472.00
   LOCATION L0001729     VOLUME   475970.406 3744134.894 472.03
   LOCATION L0001730     VOLUME   475971.173 3744131.345 472.10
   LOCATION L0001731     VOLUME   475971.707 3744127.726 472.17
   LOCATION L0001732     VOLUME   475972.241 3744124.108 472.24
   LOCATION L0001733     VOLUME   475972.775 3744120.489 472.30
   LOCATION L0001734     VOLUME   475973.309 3744116.871 472.35
   LOCATION L0001735     VOLUME   475973.842 3744113.252 472.41
   LOCATION L0001736     VOLUME   475974.024 3744109.610 472.47
   LOCATION L0001737     VOLUME   475973.995 3744105.952 472.53
   LOCATION L0001738     VOLUME   475973.966 3744102.295 472.53
   LOCATION L0001739     VOLUME   475973.936 3744098.637 472.53
   LOCATION L0001740     VOLUME   475973.907 3744094.980 472.53
   LOCATION L0001741     VOLUME   475973.878 3744091.322 472.53
   LOCATION L0001742     VOLUME   475973.848 3744087.665 472.53
   LOCATION L0001743     VOLUME   475973.819 3744084.007 472.53
   LOCATION L0001744     VOLUME   475973.790 3744080.350 472.53
   LOCATION L0001745     VOLUME   475973.760 3744076.692 472.54
   LOCATION L0001746     VOLUME   475973.731 3744073.035 472.54
   LOCATION L0001747     VOLUME   475973.702 3744069.377 472.54
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   LOCATION L0001748     VOLUME   475973.672 3744065.720 472.54
   LOCATION L0001749     VOLUME   475973.643 3744062.062 472.54
   LOCATION L0001750     VOLUME   475973.614 3744058.405 472.54
   LOCATION L0001751     VOLUME   475973.584 3744054.747 472.54
   LOCATION L0001752     VOLUME   475973.555 3744051.090 472.54
   LOCATION L0001753     VOLUME   475973.526 3744047.432 472.54
   LOCATION L0001754     VOLUME   475973.496 3744043.775 472.54
   LOCATION L0001755     VOLUME   475973.467 3744040.117 472.55
   LOCATION L0001756     VOLUME   475973.438 3744036.460 472.55
   LOCATION L0001757     VOLUME   475973.408 3744032.803 472.55
   LOCATION L0001758     VOLUME   475973.379 3744029.145 472.55
   LOCATION L0001759     VOLUME   475973.350 3744025.488 472.55
   LOCATION L0001760     VOLUME   475973.320 3744021.830 472.55
   LOCATION L0001761     VOLUME   475973.291 3744018.173 472.55
   LOCATION L0001762     VOLUME   475973.262 3744014.515 472.55
   LOCATION L0001763     VOLUME   475973.232 3744010.858 472.55
   LOCATION L0001764     VOLUME   475973.203 3744007.200 472.55
   LOCATION L0001765     VOLUME   475973.174 3744003.543 472.56
   LOCATION L0001766     VOLUME   475973.144 3743999.885 472.56
   LOCATION L0001767     VOLUME   475973.115 3743996.228 472.56
   LOCATION L0001768     VOLUME   475973.086 3743992.570 472.56
   LOCATION L0001769     VOLUME   475973.056 3743988.913 472.56
   LOCATION L0001770     VOLUME   475973.027 3743985.255 472.56
   LOCATION L0001771     VOLUME   475972.998 3743981.598 472.56
   LOCATION L0001772     VOLUME   475972.968 3743977.940 472.56
** End of LINE VOLUME Source ID = DW3
   LOCATION IDLEN        POINT      475957.000  3744065.000      473.000
** DESCRSRC Total Truck Idling North
   LOCATION TRUN         POINT      475957.000  3744060.000      473.000
** DESCRSRC Total TRU North
   LOCATION TRUS         POINT      475959.000  3743878.000      472.410
** DESCRSRC Total TRU South
   LOCATION IDLES        POINT      475959.000  3743874.000      472.280
** DESCRSRC Total Truck Idling South
** Source Parameters **
** LINE VOLUME Source ID = SEATON1
   SRCPARAM L0001330     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001331     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001332     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001333     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001334     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001335     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001337     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001338     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001339     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001340     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001341     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001342     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001343     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001344     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001345     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001346     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001347     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001348     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001358     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001359     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001360     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001361     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001362     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001363     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001364     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001365     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001377     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001380     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001381     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001382     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001383     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001387     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001390     0.00000002682      0.92      1.70      0.85
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   SRCPARAM L0001392     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001393     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001394     0.00000002682      0.92      1.70      0.85
   SRCPARAM L0001395     0.00000002682      0.92      1.70      0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = SEATON2
   SRCPARAM L0001396     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001397     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001398     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001399     0.00000004259      0.92      0.85      0.85
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   SRCPARAM L0001400     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001401     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001402     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001403     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001404     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001405     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001406     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001407     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001408     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001409     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001410     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001411     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001412     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001413     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001414     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001415     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001416     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001417     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001418     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001419     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001420     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001421     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001422     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001423     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001424     0.00000004259      0.92      0.85      0.85
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   SRCPARAM L0001428     0.00000004259      0.92      0.85      0.85
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   SRCPARAM L0001442     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001443     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001444     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001445     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001446     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001447     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001448     0.00000004259      0.92      0.85      0.85
   SRCPARAM L0001449     0.00000004259      0.92      0.85      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOW
   SRCPARAM L0001450     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001451     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001452     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001459     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001460     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001461     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001462     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001463     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001464     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001465     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001466     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001472     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001473     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001474     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001475     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001480     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001481     0.00000005312      0.92      5.67      0.85
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** LINE VOLUME Source ID = CAJALCOM
   SRCPARAM L0001482     0.00000006708      0.92      5.67      0.85
   SRCPARAM L0001483     0.00000006708      0.92      5.67      0.85
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   SRCPARAM L0001492     0.00000006708      0.92      5.67      0.85
   SRCPARAM L0001493     0.00000006708      0.92      5.67      0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOE
   SRCPARAM L0001494     0.0000001559      0.92      5.67      0.85
   SRCPARAM L0001495     0.0000001559      0.92      5.67      0.85
   SRCPARAM L0001496     0.0000001559      0.92      5.67      0.85
   SRCPARAM L0001497     0.0000001559      0.92      5.67      0.85
   SRCPARAM L0001498     0.0000001559      0.92      5.67      0.85
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   SRCPARAM L0001501     0.0000001559      0.92      5.67      0.85
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   SRCPARAM L0001502     0.0000001559      0.92      5.67      0.85
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** LINE VOLUME Source ID = DW1
   SRCPARAM L0001528     0.00000004376      0.92      1.70      0.85
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   SRCPARAM L0001531     0.00000004376      0.92      1.70      0.85
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   SRCPARAM L0001553     0.00000004376      0.92      1.70      0.85
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SRCPARAM L0001585     0.00000004376      0.92      1.70      0.85
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** ------------------------------------------------------------------
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   SRCPARAM L0001723     0.00000002927      0.92      1.70      0.85
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** ------------------------------------------------------------------
   SRCPARAM IDLEN        0.0000116     3.840   366.000  50.00000     0.100
   SRCPARAM TRUN         0.0000656     3.658   501.000  50.00000     0.040
   SRCPARAM TRUS         0.0000656     3.658   501.000  50.00000     0.040
   SRCPARAM IDLES        0.0000116     3.840   366.000  50.00000     0.100

** Building Downwash **
   BUILDHGT IDLEN          13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT IDLEN          13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT IDLES          13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDWID IDLEN         178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID IDLEN         301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID IDLEN         292.74   274.90   248.71   214.96   174.68   133.62
   BUILDWID IDLEN         178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID IDLEN         301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID IDLEN         292.74   274.90   248.71   214.96   174.68   133.62

   BUILDWID TRUN          178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID TRUN          301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID TRUN          292.74   274.90   248.71   214.96   174.68   133.62
   BUILDWID TRUN          178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID TRUN          301.95   291.76   273.82   292.08   301.46   301.68
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BUILDWID	TRUN	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	TRUS	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	TRUS	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	TRUS	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	TRUS	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	TRUS	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	TRUS	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	IDLES	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	IDLES	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	IDLES	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	IDLES	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	IDLES	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	IDLES	292.74	274.90	248.71	214.96	174.68	133.62
BUILDLEN	IDLEN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLEN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLEN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLEN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLEN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLEN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUS	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUS	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUS	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUS	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUS	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUS	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLES	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLES	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLES	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLES	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLES	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLES	277.65	294.79	302.98	301.95	291.76	273.82
XBADJ	IDLEN	-251.51	-262.62	-265.75	-260.80	-247.93	-227.53
XBADJ	IDLEN	-200.21	-166.81	-130.44	-135.49	-136.42	-133.20
XBADJ	IDLEN	-125.94	-114.85	-100.27	-82.64	-62.51	-41.06
XBADJ	IDLEN	-40.57	-38.84	-35.93	-31.94	-26.97	-21.18
XBADJ	IDLEN	-14.75	-7.87	-3.18	-43.46	-82.42	-118.87
XBADJ	IDLEN	-151.71	-179.94	-202.71	-219.31	-229.25	-232.76
XBADJ	TRUN	-246.59	-257.92	-261.42	-256.97	-244.72	-225.03
XBADJ	TRUN	-198.50	-165.94	-130.44	-136.35	-138.13	-135.70
XBADJ	TRUN	-129.15	-118.68	-104.60	-87.34	-67.43	-46.06

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   XBADJ    TRUN          -45.49   -43.54   -40.26   -35.77   -30.18   -23.68
   XBADJ    TRUN          -16.46    -8.74    -3.18   -42.59   -80.71  -116.37
   XBADJ    TRUN         -148.50  -176.11  -198.38  -214.61  -224.33  -227.76

   XBADJ    TRUS          -67.70   -87.58  -104.80  -118.84  -129.26  -135.76
   XBADJ    TRUS         -138.13  -136.31  -132.44  -169.93  -202.25  -228.43
   XBADJ    TRUS         -247.67  -259.38  -263.21  -259.05  -247.01  -228.06
   XBADJ    TRUS         -224.38  -213.88  -196.88  -173.90  -145.64  -112.95
   XBADJ    TRUS          -76.83   -38.37    -1.18    -9.02   -16.58   -23.64
   XBADJ    TRUS          -29.98   -35.41   -39.76   -42.91   -44.75   -45.76

   XBADJ    IDLES         -63.76   -83.82  -101.34  -115.77  -126.69  -133.76
   XBADJ    IDLES        -136.76  -135.61  -132.44  -170.62  -203.62  -230.43
   XBADJ    IDLES        -250.24  -262.45  -266.68  -262.81  -250.95  -232.06
   XBADJ    IDLES        -228.32  -217.64  -200.34  -176.96  -148.21  -114.95
   XBADJ    IDLES         -78.19   -39.07    -1.18    -8.32   -15.21   -21.64
   XBADJ    IDLES         -27.41   -32.34   -36.30   -39.15   -40.81   -41.76

   YBADJ    IDLEN          46.01    27.00     7.17   -12.89   -32.55   -51.22
   YBADJ    IDLEN         -68.33   -83.37   -95.85  -105.47  -111.89  -114.91
   YBADJ    IDLEN        -114.43  -110.48  -103.17   -92.73   -79.47   -63.63
   YBADJ    IDLEN         -46.01   -27.00    -7.17    12.89    32.55    51.22
   YBADJ    IDLEN          68.34    83.37    95.85   105.47   111.89   114.91
   YBADJ    IDLEN         114.43   110.48   103.17    92.73    79.47    63.63

   YBADJ    TRUN           46.88    28.71     9.67    -9.67   -28.72   -46.89
   YBADJ    TRUN          -63.64   -78.45   -90.85  -100.55  -107.19  -110.58
   YBADJ    TRUN         -110.60  -107.27  -100.67   -91.02   -78.60   -63.63
   YBADJ    TRUN          -46.88   -28.71    -9.67     9.67    28.72    46.89
   YBADJ    TRUN           63.64    78.45    90.85   100.55   107.19   110.58
   YBADJ    TRUN          110.60   107.27   100.67    91.02    78.60    63.63

   YBADJ    TRUS           80.46    92.84   102.40   108.85   111.99   111.73
   YBADJ    TRUS          108.07   101.13    91.15    78.34    63.15    46.04
   YBADJ    TRUS           27.53     8.19   -11.41   -30.65   -48.97   -65.63
   YBADJ    TRUS          -80.46   -92.84  -102.40  -108.85  -111.99  -111.73
   YBADJ    TRUS         -108.07  -101.13   -91.15   -78.34   -63.15   -46.04
   YBADJ    TRUS          -27.53    -8.19    11.41    30.65    48.97    65.63

   YBADJ    IDLES          81.15    94.20   104.40   111.42   115.05   115.19
   YBADJ    IDLES         111.83   105.07    95.15    82.28    66.91    49.50
   YBADJ    IDLES          30.60    10.76    -9.41   -29.28   -48.27   -65.63
   YBADJ    IDLES         -81.15   -94.21  -104.40  -111.42  -115.05  -115.19
   YBADJ    IDLES        -111.83  -105.07   -95.15   -82.28   -66.91   -49.50
   YBADJ    IDLES         -30.60   -10.76     9.41    29.28    48.27    65.63

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
```

```
**
RE STARTING
   INCLUDED DPM2026.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\PerrisADJU\PERI_V9_ADJU\PERI_v9.SFC
   PROFFILE ..\PerrisADJU\PERI_V9_ADJU\PERI_v9.PFL
   SURFDATA 3171 2010 Perris
   UAIRDATA 3190 2010
   SITEDATA 99999 2010
   PROFBASE 442.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST DPM2026.AD\24H1GALL.PLT 31
   PLOTFILE ANNUAL ALL DPM2026.AD\AN00GALL.PLT 32
   SUMMFILE DPM2026.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD (21112 ): Seaton Ave & Cajalco Rd Warehouse - 2026-2040 PM10 Emissions            02/05/22
* AERMET ( 16216):                                                                        11:23:41
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS   5 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF     8 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE      GRP       NUM YRS   NET ID
* ____________  ____________  ____________  _______  _______  _______  _______  _________  _________  _________
  476290.00000 3744239.00000       0.00161   466.00   466.00     0.00  ANNUAL   ALL        00000005
  475943.00000 3743567.00000       0.00217   471.56   471.56     0.00  ANNUAL   ALL        00000005
  475733.00000 3743742.00000       0.00207   475.86   475.86     0.00  ANNUAL   ALL        00000005
  475754.00000 3743798.00000       0.00283   475.86   475.86     0.00  ANNUAL   ALL        00000005
  475762.00000 3743835.00000       0.00358   475.98   475.98     0.00  ANNUAL   ALL        00000005
  475578.00000 3744106.00000       0.00176   479.73   479.73     0.00  ANNUAL   ALL        00000005
  475641.00000 3744186.00000       0.00230   477.63   477.63     0.00  ANNUAL   ALL        00000005
  475769.00000 3744370.00000       0.00290   474.07   474.07     0.00  ANNUAL   ALL        00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX E

AERMOD Model Years 2041 – 2052 Operational PM10 Printouts

```
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/5/2022
** File: C:\Vista Env\2021\21016 RiversideCo\AERMOD\DPM2041\DPM2041.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Seaton Ave & Cajalco Rd Warehouse - 2041-2052 PM10 Emissions
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 2189641 Riverside_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL DPM2041.err
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SEATON1
** DESCRSRC Seaton Ave - DW 1 to DW 2
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 1.76E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 475792.764, 3743806.595, 475.05, 0.92, 1.70
** 475792.499, 3744049.067, 475.76, 0.92, 1.70
** ----------------------------------------------------------------------
   LOCATION L0001330     VOLUME   475792.762 3743808.424 475.04
   LOCATION L0001331     VOLUME   475792.758 3743812.081 475.11
   LOCATION L0001332     VOLUME   475792.754 3743815.739 475.18
   LOCATION L0001333     VOLUME   475792.750 3743819.396 475.25
   LOCATION L0001334     VOLUME   475792.746 3743823.054 475.32
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LOCATION L0001335 VOLUME 475792.742 3743826.712 475.39
LOCATION L0001336 VOLUME 475792.738 3743830.369 475.46
LOCATION L0001337 VOLUME 475792.734 3743834.027 475.53
LOCATION L0001338 VOLUME 475792.730 3743837.684 475.59
LOCATION L0001339 VOLUME 475792.726 3743841.342 475.64
LOCATION L0001340 VOLUME 475792.722 3743845.000 475.70
LOCATION L0001341 VOLUME 475792.718 3743848.657 475.75
LOCATION L0001342 VOLUME 475792.714 3743852.315 475.80
LOCATION L0001343 VOLUME 475792.710 3743855.972 475.85
LOCATION L0001344 VOLUME 475792.706 3743859.630 475.91
LOCATION L0001345 VOLUME 475792.702 3743863.288 475.96
LOCATION L0001346 VOLUME 475792.698 3743866.945 476.00
LOCATION L0001347 VOLUME 475792.694 3743870.603 476.00
LOCATION L0001348 VOLUME 475792.690 3743874.260 476.00
LOCATION L0001349 VOLUME 475792.686 3743877.918 476.00
LOCATION L0001350 VOLUME 475792.682 3743881.576 476.00
LOCATION L0001351 VOLUME 475792.678 3743885.233 476.00
LOCATION L0001352 VOLUME 475792.674 3743888.891 476.00
LOCATION L0001353 VOLUME 475792.670 3743892.548 476.00
LOCATION L0001354 VOLUME 475792.666 3743896.206 476.00
LOCATION L0001355 VOLUME 475792.662 3743899.864 476.00
LOCATION L0001356 VOLUME 475792.658 3743903.521 476.00
LOCATION L0001357 VOLUME 475792.654 3743907.179 476.00
LOCATION L0001358 VOLUME 475792.650 3743910.836 476.00
LOCATION L0001359 VOLUME 475792.646 3743914.494 476.00
LOCATION L0001360 VOLUME 475792.642 3743918.152 476.00
LOCATION L0001361 VOLUME 475792.638 3743921.809 476.00
LOCATION L0001362 VOLUME 475792.634 3743925.467 476.00
LOCATION L0001363 VOLUME 475792.630 3743929.124 476.00
LOCATION L0001364 VOLUME 475792.626 3743932.782 476.00
LOCATION L0001365 VOLUME 475792.622 3743936.440 476.00
LOCATION L0001366 VOLUME 475792.618 3743940.097 476.00
LOCATION L0001367 VOLUME 475792.614 3743943.755 476.00
LOCATION L0001368 VOLUME 475792.610 3743947.412 476.00
LOCATION L0001369 VOLUME 475792.606 3743951.070 476.00
LOCATION L0001370 VOLUME 475792.602 3743954.727 476.00
LOCATION L0001371 VOLUME 475792.598 3743958.385 476.00
LOCATION L0001372 VOLUME 475792.594 3743962.043 476.00
LOCATION L0001373 VOLUME 475792.590 3743965.700 476.00
LOCATION L0001374 VOLUME 475792.586 3743969.358 476.00
LOCATION L0001375 VOLUME 475792.582 3743973.015 476.00
LOCATION L0001376 VOLUME 475792.578 3743976.673 476.00
LOCATION L0001377 VOLUME 475792.574 3743980.331 476.00
LOCATION L0001378 VOLUME 475792.570 3743983.988 476.00
LOCATION L0001379 VOLUME 475792.566 3743987.646 476.00
LOCATION L0001380 VOLUME 475792.562 3743991.303 476.00
LOCATION L0001381 VOLUME 475792.558 3743994.961 476.00
LOCATION L0001382 VOLUME 475792.554 3743998.619 476.00
LOCATION L0001383 VOLUME 475792.550 3744002.276 476.00
LOCATION L0001384 VOLUME 475792.546 3744005.934 476.00
LOCATION L0001385 VOLUME 475792.542 3744009.591 476.00
LOCATION L0001386 VOLUME 475792.538 3744013.249 476.00
LOCATION L0001387 VOLUME 475792.534 3744016.907 475.99
LOCATION L0001388 VOLUME 475792.530 3744020.564 475.94

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   LOCATION L0001389     VOLUME   475792.526 3744024.222 475.89
   LOCATION L0001390     VOLUME   475792.522 3744027.879 475.84
   LOCATION L0001391     VOLUME   475792.518 3744031.537 475.78
   LOCATION L0001392     VOLUME   475792.514 3744035.195 475.73
   LOCATION L0001393     VOLUME   475792.510 3744038.852 475.68
   LOCATION L0001394     VOLUME   475792.506 3744042.510 475.63
   LOCATION L0001395     VOLUME   475792.502 3744046.167 475.58
** End of LINE VOLUME Source ID = SEATON1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SEATON2
** DESCRSRC Seaton Ave - DW 1 to Cajalco Expwy
** PREFIX
** Length of Side = 1.83
** Configuration = Adjacent
** Emission Rate = 2.29E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 475792.586, 3744052.502, 475.75, 0.92, 0.85
** 475794.363, 3744151.084, 474.73, 0.92, 0.85
** ----------------------------------------------------------------------
   LOCATION L0001396     VOLUME   475792.602 3744053.416 475.44
   LOCATION L0001397     VOLUME   475792.635 3744055.245 475.40
   LOCATION L0001398     VOLUME   475792.668 3744057.073 475.36
   LOCATION L0001399     VOLUME   475792.701 3744058.902 475.33
   LOCATION L0001400     VOLUME   475792.734 3744060.730 475.29
   LOCATION L0001401     VOLUME   475792.767 3744062.559 475.26
   LOCATION L0001402     VOLUME   475792.800 3744064.387 475.22
   LOCATION L0001403     VOLUME   475792.833 3744066.216 475.19
   LOCATION L0001404     VOLUME   475792.866 3744068.044 475.15
   LOCATION L0001405     VOLUME   475792.899 3744069.873 475.12
   LOCATION L0001406     VOLUME   475792.932 3744071.701 475.08
   LOCATION L0001407     VOLUME   475792.965 3744073.530 475.05
   LOCATION L0001408     VOLUME   475792.998 3744075.358 475.02
   LOCATION L0001409     VOLUME   475793.031 3744077.187 475.00
   LOCATION L0001410     VOLUME   475793.064 3744079.015 475.00
   LOCATION L0001411     VOLUME   475793.097 3744080.844 475.00
   LOCATION L0001412     VOLUME   475793.130 3744082.672 475.00
   LOCATION L0001413     VOLUME   475793.163 3744084.501 475.00
   LOCATION L0001414     VOLUME   475793.196 3744086.329 475.00
   LOCATION L0001415     VOLUME   475793.229 3744088.158 475.00
   LOCATION L0001416     VOLUME   475793.262 3744089.986 475.00
   LOCATION L0001417     VOLUME   475793.295 3744091.815 475.00
   LOCATION L0001418     VOLUME   475793.328 3744093.643 475.00
   LOCATION L0001419     VOLUME   475793.361 3744095.472 475.00
   LOCATION L0001420     VOLUME   475793.394 3744097.300 475.00
   LOCATION L0001421     VOLUME   475793.427 3744099.129 475.00
   LOCATION L0001422     VOLUME   475793.459 3744100.957 475.00
   LOCATION L0001423     VOLUME   475793.492 3744102.786 475.00
   LOCATION L0001424     VOLUME   475793.525 3744104.614 475.00
   LOCATION L0001425     VOLUME   475793.558 3744106.443 475.00
   LOCATION L0001426     VOLUME   475793.591 3744108.271 474.97
   LOCATION L0001427     VOLUME   475793.624 3744110.100 474.94
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   LOCATION L0001428     VOLUME   475793.657 3744111.928 474.91
   LOCATION L0001429     VOLUME   475793.690 3744113.757 474.88
   LOCATION L0001430     VOLUME   475793.723 3744115.585 474.85
   LOCATION L0001431     VOLUME   475793.756 3744117.414 474.83
   LOCATION L0001432     VOLUME   475793.789 3744119.242 474.80
   LOCATION L0001433     VOLUME   475793.822 3744121.071 474.77
   LOCATION L0001434     VOLUME   475793.855 3744122.899 474.74
   LOCATION L0001435     VOLUME   475793.888 3744124.728 474.71
   LOCATION L0001436     VOLUME   475793.921 3744126.556 474.68
   LOCATION L0001437     VOLUME   475793.954 3744128.385 474.65
   LOCATION L0001438     VOLUME   475793.987 3744130.213 474.62
   LOCATION L0001439     VOLUME   475794.020 3744132.042 474.59
   LOCATION L0001440     VOLUME   475794.053 3744133.870 474.56
   LOCATION L0001441     VOLUME   475794.086 3744135.699 474.53
   LOCATION L0001442     VOLUME   475794.119 3744137.527 474.52
   LOCATION L0001443     VOLUME   475794.152 3744139.356 474.52
   LOCATION L0001444     VOLUME   475794.185 3744141.184 474.52
   LOCATION L0001445     VOLUME   475794.218 3744143.013 474.52
   LOCATION L0001446     VOLUME   475794.251 3744144.841 474.52
   LOCATION L0001447     VOLUME   475794.284 3744146.670 474.52
   LOCATION L0001448     VOLUME   475794.317 3744148.498 474.52
   LOCATION L0001449     VOLUME   475794.350 3744150.327 474.52
** End of LINE VOLUME Source ID = SEATON2
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOW
** DESCRSRC Cajalco Rd W of Seaton Ave
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 1.7E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 475792.009, 3744155.293, 474.75, 0.92, 5.67
** 475649.319, 3744153.596, 477.60, 0.92, 5.67
** 475531.740, 3744151.815, 479.93, 0.92, 5.67
** 475402.581, 3744150.479, 481.06, 0.92, 5.67
** ------------------------------------------------------------------
   LOCATION L0001450     VOLUME   475785.914 3744155.220 474.80
   LOCATION L0001451     VOLUME   475773.722 3744155.075 475.00
   LOCATION L0001452     VOLUME   475761.531 3744154.930 475.00
   LOCATION L0001453     VOLUME   475749.340 3744154.785 475.02
   LOCATION L0001454     VOLUME   475737.149 3744154.640 475.42
   LOCATION L0001455     VOLUME   475724.958 3744154.496 475.83
   LOCATION L0001456     VOLUME   475712.767 3744154.351 476.14
   LOCATION L0001457     VOLUME   475700.576 3744154.206 476.39
   LOCATION L0001458     VOLUME   475688.384 3744154.061 476.62
   LOCATION L0001459     VOLUME   475676.193 3744153.916 476.78
   LOCATION L0001460     VOLUME   475664.002 3744153.771 476.94
   LOCATION L0001461     VOLUME   475651.811 3744153.626 477.27
   LOCATION L0001462     VOLUME   475639.620 3744153.449 477.67
   LOCATION L0001463     VOLUME   475627.430 3744153.265 478.08
   LOCATION L0001464     VOLUME   475615.239 3744153.080 478.49
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   LOCATION L0001465     VOLUME   475603.049 3744152.895 478.89
   LOCATION L0001466     VOLUME   475590.858 3744152.711 479.00
   LOCATION L0001467     VOLUME   475578.667 3744152.526 479.00
   LOCATION L0001468     VOLUME   475566.477 3744152.341 479.11
   LOCATION L0001469     VOLUME   475554.286 3744152.157 479.52
   LOCATION L0001470     VOLUME   475542.095 3744151.972 479.92
   LOCATION L0001471     VOLUME   475529.905 3744151.796 480.16
   LOCATION L0001472     VOLUME   475517.713 3744151.670 480.36
   LOCATION L0001473     VOLUME   475505.522 3744151.544 480.49
   LOCATION L0001474     VOLUME   475493.331 3744151.418 480.49
   LOCATION L0001475     VOLUME   475481.139 3744151.291 480.50
   LOCATION L0001476     VOLUME   475468.948 3744151.165 480.32
   LOCATION L0001477     VOLUME   475456.757 3744151.039 480.12
   LOCATION L0001478     VOLUME   475444.565 3744150.913 480.17
   LOCATION L0001479     VOLUME   475432.374 3744150.787 480.58
   LOCATION L0001480     VOLUME   475420.183 3744150.661 480.99
   LOCATION L0001481     VOLUME   475407.991 3744150.535 481.00
** End of LINE VOLUME Source ID = CAJALCOW
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOM
** DESCRSRC Cajalco Expwy - Seaton Ave to DW 3
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 7.94E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 5
** 475799.958, 3744155.595, 474.48, 0.92, 5.67
** 475857.407, 3744159.291, 473.20, 0.92, 5.67
** 475907.071, 3744169.646, 472.92, 0.92, 5.67
** 475925.486, 3744173.878, 472.11, 0.92, 5.67
** 475948.668, 3744181.941, 472.00, 0.92, 5.67
** ----------------------------------------------------------------------
   LOCATION L0001482     VOLUME   475806.041 3744155.986 474.13
   LOCATION L0001483     VOLUME   475818.208 3744156.769 473.81
   LOCATION L0001484     VOLUME   475830.375 3744157.552 473.51
   LOCATION L0001485     VOLUME   475842.542 3744158.334 473.26
   LOCATION L0001486     VOLUME   475854.709 3744159.117 473.24
   LOCATION L0001487     VOLUME   475866.695 3744161.227 473.17
   LOCATION L0001488     VOLUME   475878.631 3744163.716 473.06
   LOCATION L0001489     VOLUME   475890.566 3744166.205 473.00
   LOCATION L0001490     VOLUME   475902.501 3744168.693 472.83
   LOCATION L0001491     VOLUME   475914.404 3744171.331 472.43
   LOCATION L0001492     VOLUME   475926.261 3744174.147 472.09
   LOCATION L0001493     VOLUME   475937.777 3744178.153 472.00
** End of LINE VOLUME Source ID = CAJALCOM
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = CAJALCOE
** DESCRSRC Cajalco Expwy E of DW 3
** PREFIX
** Length of Side = 12.19
```

```
** Configuration = Adjacent
** Emission Rate = 5.15E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 8
** 475956.271, 3744181.967, 471.93, 0.92, 5.67
** 476002.488, 3744201.354, 471.13, 0.92, 5.67
** 476045.770, 3744228.825, 470.05, 0.92, 5.67
** 476079.864, 3744252.549, 469.97, 0.92, 5.67
** 476129.923, 3744297.137, 469.00, 0.92, 5.67
** 476169.588, 3744341.726, 467.09, 0.92, 5.67
** 476215.925, 3744399.638, 466.21, 0.92, 5.67
** 476254.544, 3744455.296, 465.00, 0.92, 5.67
** ------------------------------------------------------------------
   LOCATION L0001494     VOLUME   475961.892 3744184.325 471.96
   LOCATION L0001495     VOLUME   475973.135 3744189.041 471.66
   LOCATION L0001496     VOLUME   475984.378 3744193.757 471.25
   LOCATION L0001497     VOLUME   475995.621 3744198.473 471.00
   LOCATION L0001498     VOLUME   476006.494 3744203.897 471.00
   LOCATION L0001499     VOLUME   476016.788 3744210.430 471.00
   LOCATION L0001500     VOLUME   476027.081 3744216.964 470.83
   LOCATION L0001501     VOLUME   476037.375 3744223.497 470.47
   LOCATION L0001502     VOLUME   476047.616 3744230.110 470.06
   LOCATION L0001503     VOLUME   476057.624 3744237.073 470.00
   LOCATION L0001504     VOLUME   476067.631 3744244.037 470.00
   LOCATION L0001505     VOLUME   476077.639 3744251.001 470.00
   LOCATION L0001506     VOLUME   476086.944 3744258.855 469.70
   LOCATION L0001507     VOLUME   476096.048 3744266.964 469.29
   LOCATION L0001508     VOLUME   476105.152 3744275.074 469.06
   LOCATION L0001509     VOLUME   476114.256 3744283.183 469.00
   LOCATION L0001510     VOLUME   476123.360 3744291.292 468.92
   LOCATION L0001511     VOLUME   476132.185 3744299.680 468.66
   LOCATION L0001512     VOLUME   476140.289 3744308.790 468.24
   LOCATION L0001513     VOLUME   476148.392 3744317.899 467.98
   LOCATION L0001514     VOLUME   476156.495 3744327.008 467.80
   LOCATION L0001515     VOLUME   476164.599 3744336.118 467.45
   LOCATION L0001516     VOLUME   476172.515 3744345.385 467.02
   LOCATION L0001517     VOLUME   476180.132 3744354.905 467.00
   LOCATION L0001518     VOLUME   476187.749 3744364.424 467.00
   LOCATION L0001519     VOLUME   476195.366 3744373.944 467.00
   LOCATION L0001520     VOLUME   476202.983 3744383.464 466.76
   LOCATION L0001521     VOLUME   476210.600 3744392.984 466.44
   LOCATION L0001522     VOLUME   476218.017 3744402.653 466.12
   LOCATION L0001523     VOLUME   476224.967 3744412.670 466.00
   LOCATION L0001524     VOLUME   476231.917 3744422.687 465.96
   LOCATION L0001525     VOLUME   476238.868 3744432.704 465.73
   LOCATION L0001526     VOLUME   476245.818 3744442.720 465.37
   LOCATION L0001527     VOLUME   476252.769 3744452.737 465.11
** End of LINE VOLUME Source ID = CAJALCOE
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW1
** DESCRSRC Project Driveway 1
** PREFIX
```

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** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 4.06E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 7
** 475797.243, 3744050.950, 475.48, 0.92, 1.70
** 475820.914, 3744051.314, 475.12, 0.92, 1.70
** 475821.241, 3744109.208, 474.77, 0.92, 1.70
** 475832.467, 3744117.979, 474.25, 0.92, 1.70
** 475958.018, 3744117.536, 472.93, 0.92, 1.70
** 475966.789, 3744109.818, 472.92, 0.92, 1.70
** 475965.527, 3743973.087, 472.88, 0.92, 1.70
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   LOCATION L0001528     VOLUME   475799.072 3744050.978 475.30
   LOCATION L0001529     VOLUME   475802.729 3744051.034 475.20
   LOCATION L0001530     VOLUME   475806.386 3744051.090 475.10
   LOCATION L0001531     VOLUME   475810.043 3744051.147 475.00
   LOCATION L0001532     VOLUME   475813.700 3744051.203 475.00
   LOCATION L0001533     VOLUME   475817.357 3744051.259 475.00
   LOCATION L0001534     VOLUME   475820.914 3744051.415 475.00
   LOCATION L0001535     VOLUME   475820.935 3744055.072 475.00
   LOCATION L0001536     VOLUME   475820.956 3744058.730 475.00
   LOCATION L0001537     VOLUME   475820.976 3744062.387 475.00
   LOCATION L0001538     VOLUME   475820.997 3744066.045 475.00
   LOCATION L0001539     VOLUME   475821.018 3744069.702 475.00
   LOCATION L0001540     VOLUME   475821.038 3744073.360 475.00
   LOCATION L0001541     VOLUME   475821.059 3744077.017 474.99
   LOCATION L0001542     VOLUME   475821.080 3744080.675 474.94
   LOCATION L0001543     VOLUME   475821.100 3744084.333 474.90
   LOCATION L0001544     VOLUME   475821.121 3744087.990 474.85
   LOCATION L0001545     VOLUME   475821.142 3744091.648 474.81
   LOCATION L0001546     VOLUME   475821.162 3744095.305 474.76
   LOCATION L0001547     VOLUME   475821.183 3744098.963 474.71
   LOCATION L0001548     VOLUME   475821.204 3744102.620 474.67
   LOCATION L0001549     VOLUME   475821.224 3744106.278 474.62
   LOCATION L0001550     VOLUME   475821.814 3744109.656 474.53
   LOCATION L0001551     VOLUME   475824.696 3744111.908 474.41
   LOCATION L0001552     VOLUME   475827.578 3744114.160 474.30
   LOCATION L0001553     VOLUME   475830.460 3744116.411 474.21
   LOCATION L0001554     VOLUME   475833.578 3744117.975 474.13
   LOCATION L0001555     VOLUME   475837.236 3744117.962 474.05
   LOCATION L0001556     VOLUME   475840.893 3744117.949 474.00
   LOCATION L0001557     VOLUME   475844.551 3744117.936 474.00
   LOCATION L0001558     VOLUME   475848.209 3744117.923 474.00
   LOCATION L0001559     VOLUME   475851.866 3744117.911 474.00
   LOCATION L0001560     VOLUME   475855.524 3744117.898 474.00
   LOCATION L0001561     VOLUME   475859.181 3744117.885 474.00
   LOCATION L0001562     VOLUME   475862.839 3744117.872 474.00
   LOCATION L0001563     VOLUME   475866.496 3744117.859 474.00
   LOCATION L0001564     VOLUME   475870.154 3744117.846 474.00
   LOCATION L0001565     VOLUME   475873.812 3744117.833 473.95
   LOCATION L0001566     VOLUME   475877.469 3744117.820 473.90
   LOCATION L0001567     VOLUME   475881.127 3744117.807 473.85
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LOCATION L0001568 VOLUME 475884.784 3744117.794 473.81
LOCATION L0001569 VOLUME 475888.442 3744117.781 473.76
LOCATION L0001570 VOLUME 475892.100 3744117.769 473.71
LOCATION L0001571 VOLUME 475895.757 3744117.756 473.67
LOCATION L0001572 VOLUME 475899.415 3744117.743 473.62
LOCATION L0001573 VOLUME 475903.072 3744117.730 473.55
LOCATION L0001574 VOLUME 475906.730 3744117.717 473.47
LOCATION L0001575 VOLUME 475910.387 3744117.704 473.40
LOCATION L0001576 VOLUME 475914.045 3744117.691 473.32
LOCATION L0001577 VOLUME 475917.703 3744117.678 473.25
LOCATION L0001578 VOLUME 475921.360 3744117.665 473.17
LOCATION L0001579 VOLUME 475925.018 3744117.652 473.10
LOCATION L0001580 VOLUME 475928.675 3744117.640 473.02
LOCATION L0001581 VOLUME 475932.333 3744117.627 472.97
LOCATION L0001582 VOLUME 475935.990 3744117.614 472.92
LOCATION L0001583 VOLUME 475939.648 3744117.601 472.88
LOCATION L0001584 VOLUME 475943.306 3744117.588 472.83
LOCATION L0001585 VOLUME 475946.963 3744117.575 472.78
LOCATION L0001586 VOLUME 475950.621 3744117.562 472.74
LOCATION L0001587 VOLUME 475954.278 3744117.549 472.69
LOCATION L0001588 VOLUME 475957.936 3744117.536 472.65
LOCATION L0001589 VOLUME 475960.702 3744115.174 472.68
LOCATION L0001590 VOLUME 475963.448 3744112.757 472.69
LOCATION L0001591 VOLUME 475966.194 3744110.341 472.68
LOCATION L0001592 VOLUME 475966.762 3744106.953 472.75
LOCATION L0001593 VOLUME 475966.728 3744103.295 472.77
LOCATION L0001594 VOLUME 475966.695 3744099.638 472.77
LOCATION L0001595 VOLUME 475966.661 3744095.980 472.77
LOCATION L0001596 VOLUME 475966.627 3744092.323 472.77
LOCATION L0001597 VOLUME 475966.593 3744088.665 472.77
LOCATION L0001598 VOLUME 475966.560 3744085.008 472.78
LOCATION L0001599 VOLUME 475966.526 3744081.350 472.78
LOCATION L0001600 VOLUME 475966.492 3744077.693 472.78
LOCATION L0001601 VOLUME 475966.458 3744074.036 472.78
LOCATION L0001602 VOLUME 475966.425 3744070.378 472.78
LOCATION L0001603 VOLUME 475966.391 3744066.721 472.78
LOCATION L0001604 VOLUME 475966.357 3744063.063 472.78
LOCATION L0001605 VOLUME 475966.323 3744059.406 472.78
LOCATION L0001606 VOLUME 475966.290 3744055.748 472.78
LOCATION L0001607 VOLUME 475966.256 3744052.091 472.79
LOCATION L0001608 VOLUME 475966.222 3744048.433 472.79
LOCATION L0001609 VOLUME 475966.188 3744044.776 472.79
LOCATION L0001610 VOLUME 475966.155 3744041.119 472.79
LOCATION L0001611 VOLUME 475966.121 3744037.461 472.79
LOCATION L0001612 VOLUME 475966.087 3744033.804 472.79
LOCATION L0001613 VOLUME 475966.053 3744030.146 472.79
LOCATION L0001614 VOLUME 475966.020 3744026.489 472.79
LOCATION L0001615 VOLUME 475965.986 3744022.831 472.79
LOCATION L0001616 VOLUME 475965.952 3744019.174 472.80
LOCATION L0001617 VOLUME 475965.919 3744015.516 472.80
LOCATION L0001618 VOLUME 475965.885 3744011.859 472.80
LOCATION L0001619 VOLUME 475965.851 3744008.202 472.80
LOCATION L0001620 VOLUME 475965.817 3744004.544 472.80
LOCATION L0001621 VOLUME 475965.784 3744000.887 472.80

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   LOCATION L0001622     VOLUME   475965.750 3743997.229 472.80
   LOCATION L0001623     VOLUME   475965.716 3743993.572 472.80
   LOCATION L0001624     VOLUME   475965.682 3743989.914 472.80
   LOCATION L0001625     VOLUME   475965.649 3743986.257 472.81
   LOCATION L0001626     VOLUME   475965.615 3743982.599 472.81
   LOCATION L0001627     VOLUME   475965.581 3743978.942 472.81
   LOCATION L0001628     VOLUME   475965.547 3743975.285 472.81
** End of LINE VOLUME Source ID = DW1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW2
** DESCRSRC Project DW 2
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 5.99E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 6
** 475798.367, 3743808.003, 475.04, 0.92, 1.70
** 475819.916, 3743808.201, 474.83, 0.92, 1.70
** 475838.894, 3743816.702, 474.01, 0.92, 1.70
** 475961.794, 3743816.881, 472.07, 0.92, 1.70
** 475974.565, 3743829.484, 472.47, 0.92, 1.70
** 475972.007, 3743973.514, 472.76, 0.92, 1.70
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   LOCATION L0001629     VOLUME   475800.196 3743808.020 475.02
   LOCATION L0001630     VOLUME   475803.853 3743808.053 475.01
   LOCATION L0001631     VOLUME   475807.511 3743808.087 475.00
   LOCATION L0001632     VOLUME   475811.168 3743808.121 474.96
   LOCATION L0001633     VOLUME   475814.826 3743808.154 474.84
   LOCATION L0001634     VOLUME   475818.483 3743808.188 474.73
   LOCATION L0001635     VOLUME   475821.946 3743809.110 474.64
   LOCATION L0001636     VOLUME   475825.284 3743810.606 474.56
   LOCATION L0001637     VOLUME   475828.622 3743812.101 474.50
   LOCATION L0001638     VOLUME   475831.960 3743813.596 474.44
   LOCATION L0001639     VOLUME   475835.298 3743815.091 474.40
   LOCATION L0001640     VOLUME   475838.636 3743816.586 474.37
   LOCATION L0001641     VOLUME   475842.269 3743816.707 474.27
   LOCATION L0001642     VOLUME   475845.927 3743816.712 474.15
   LOCATION L0001643     VOLUME   475849.585 3743816.717 474.03
   LOCATION L0001644     VOLUME   475853.242 3743816.722 473.90
   LOCATION L0001645     VOLUME   475856.900 3743816.728 473.78
   LOCATION L0001646     VOLUME   475860.557 3743816.733 473.66
   LOCATION L0001647     VOLUME   475864.215 3743816.738 473.54
   LOCATION L0001648     VOLUME   475867.873 3743816.744 473.42
   LOCATION L0001649     VOLUME   475871.530 3743816.749 473.33
   LOCATION L0001650     VOLUME   475875.188 3743816.754 473.29
   LOCATION L0001651     VOLUME   475878.845 3743816.760 473.25
   LOCATION L0001652     VOLUME   475882.503 3743816.765 473.20
   LOCATION L0001653     VOLUME   475886.161 3743816.770 473.16
   LOCATION L0001654     VOLUME   475889.818 3743816.776 473.12
   LOCATION L0001655     VOLUME   475893.476 3743816.781 473.07
   LOCATION L0001656     VOLUME   475897.133 3743816.786 473.03
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LOCATION L0001657 VOLUME 475900.791 3743816.792 473.00
LOCATION L0001658 VOLUME 475904.449 3743816.797 473.00
LOCATION L0001659 VOLUME 475908.106 3743816.802 473.00
LOCATION L0001660 VOLUME 475911.764 3743816.808 473.00
LOCATION L0001661 VOLUME 475915.421 3743816.813 473.00
LOCATION L0001662 VOLUME 475919.079 3743816.818 473.00
LOCATION L0001663 VOLUME 475922.737 3743816.824 473.00
LOCATION L0001664 VOLUME 475926.394 3743816.829 473.00
LOCATION L0001665 VOLUME 475930.052 3743816.834 473.00
LOCATION L0001666 VOLUME 475933.709 3743816.840 472.92
LOCATION L0001667 VOLUME 475937.367 3743816.845 472.84
LOCATION L0001668 VOLUME 475941.025 3743816.850 472.76
LOCATION L0001669 VOLUME 475944.682 3743816.856 472.68
LOCATION L0001670 VOLUME 475948.340 3743816.861 472.60
LOCATION L0001671 VOLUME 475951.997 3743816.866 472.52
LOCATION L0001672 VOLUME 475955.655 3743816.872 472.45
LOCATION L0001673 VOLUME 475959.312 3743816.877 472.37
LOCATION L0001674 VOLUME 475962.631 3743817.707 472.35
LOCATION L0001675 VOLUME 475965.234 3743820.276 472.39
LOCATION L0001676 VOLUME 475967.838 3743822.845 472.41
LOCATION L0001677 VOLUME 475970.441 3743825.414 472.41
LOCATION L0001678 VOLUME 475973.045 3743827.983 472.41
LOCATION L0001679 VOLUME 475974.538 3743831.005 472.42
LOCATION L0001680 VOLUME 475974.473 3743834.662 472.49
LOCATION L0001681 VOLUME 475974.408 3743838.319 472.48
LOCATION L0001682 VOLUME 475974.343 3743841.976 472.42
LOCATION L0001683 VOLUME 475974.278 3743845.633 472.36
LOCATION L0001684 VOLUME 475974.213 3743849.290 472.29
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LOCATION L0001686 VOLUME 475974.083 3743856.604 472.17
LOCATION L0001687 VOLUME 475974.018 3743860.261 472.10
LOCATION L0001688 VOLUME 475973.953 3743863.918 472.04
LOCATION L0001689 VOLUME 475973.888 3743867.575 472.02
LOCATION L0001690 VOLUME 475973.824 3743871.232 472.09
LOCATION L0001691 VOLUME 475973.759 3743874.889 472.16
LOCATION L0001692 VOLUME 475973.694 3743878.546 472.22
LOCATION L0001693 VOLUME 475973.629 3743882.203 472.29
LOCATION L0001694 VOLUME 475973.564 3743885.860 472.36
LOCATION L0001695 VOLUME 475973.499 3743889.517 472.42
LOCATION L0001696 VOLUME 475973.434 3743893.174 472.49
LOCATION L0001697 VOLUME 475973.369 3743896.831 472.55
LOCATION L0001698 VOLUME 475973.304 3743900.489 472.55
LOCATION L0001699 VOLUME 475973.239 3743904.146 472.55
LOCATION L0001700 VOLUME 475973.174 3743907.803 472.56
LOCATION L0001701 VOLUME 475973.109 3743911.460 472.56
LOCATION L0001702 VOLUME 475973.044 3743915.117 472.56
LOCATION L0001703 VOLUME 475972.979 3743918.774 472.56
LOCATION L0001704 VOLUME 475972.914 3743922.431 472.56
LOCATION L0001705 VOLUME 475972.850 3743926.088 472.57
LOCATION L0001706 VOLUME 475972.785 3743929.745 472.57
LOCATION L0001707 VOLUME 475972.720 3743933.402 472.57
LOCATION L0001708 VOLUME 475972.655 3743937.059 472.57
LOCATION L0001709 VOLUME 475972.590 3743940.716 472.57
LOCATION L0001710 VOLUME 475972.525 3743944.373 472.58

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   LOCATION L0001711     VOLUME   475972.460 3743948.030 472.58
   LOCATION L0001712     VOLUME   475972.395 3743951.687 472.58
   LOCATION L0001713     VOLUME   475972.330 3743955.344 472.58
   LOCATION L0001714     VOLUME   475972.265 3743959.001 472.59
   LOCATION L0001715     VOLUME   475972.200 3743962.658 472.59
   LOCATION L0001716     VOLUME   475972.135 3743966.315 472.59
   LOCATION L0001717     VOLUME   475972.070 3743969.972 472.59
** End of LINE VOLUME Source ID = DW2
** ----------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = DW3
** DESCRSRC Project DW 3
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 1.48E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 475952.794, 3744173.091, 472.00, 0.92, 1.70
** 475970.764, 3744134.116, 472.15, 0.92, 1.70
** 475974.043, 3744111.896, 472.62, 0.92, 1.70
** 475972.944, 3743974.885, 472.72, 0.92, 1.70
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   LOCATION L0001718     VOLUME   475953.560 3744171.431 472.00
   LOCATION L0001719     VOLUME   475955.091 3744168.109 472.00
   LOCATION L0001720     VOLUME   475956.623 3744164.788 472.00
   LOCATION L0001721     VOLUME   475958.154 3744161.466 472.01
   LOCATION L0001722     VOLUME   475959.686 3744158.144 472.00
   LOCATION L0001723     VOLUME   475961.217 3744154.823 472.00
   LOCATION L0001724     VOLUME   475962.749 3744151.501 472.00
   LOCATION L0001725     VOLUME   475964.280 3744148.180 472.00
   LOCATION L0001726     VOLUME   475965.811 3744144.858 472.00
   LOCATION L0001727     VOLUME   475967.343 3744141.537 472.00
   LOCATION L0001728     VOLUME   475968.874 3744138.215 472.00
   LOCATION L0001729     VOLUME   475970.406 3744134.894 472.03
   LOCATION L0001730     VOLUME   475971.173 3744131.345 472.10
   LOCATION L0001731     VOLUME   475971.707 3744127.726 472.17
   LOCATION L0001732     VOLUME   475972.241 3744124.108 472.24
   LOCATION L0001733     VOLUME   475972.775 3744120.489 472.30
   LOCATION L0001734     VOLUME   475973.309 3744116.871 472.35
   LOCATION L0001735     VOLUME   475973.842 3744113.252 472.41
   LOCATION L0001736     VOLUME   475974.024 3744109.610 472.47
   LOCATION L0001737     VOLUME   475973.995 3744105.952 472.53
   LOCATION L0001738     VOLUME   475973.966 3744102.295 472.53
   LOCATION L0001739     VOLUME   475973.936 3744098.637 472.53
   LOCATION L0001740     VOLUME   475973.907 3744094.980 472.53
   LOCATION L0001741     VOLUME   475973.878 3744091.322 472.53
   LOCATION L0001742     VOLUME   475973.848 3744087.665 472.53
   LOCATION L0001743     VOLUME   475973.819 3744084.007 472.53
   LOCATION L0001744     VOLUME   475973.790 3744080.350 472.53
   LOCATION L0001745     VOLUME   475973.760 3744076.692 472.54
   LOCATION L0001746     VOLUME   475973.731 3744073.035 472.54
   LOCATION L0001747     VOLUME   475973.702 3744069.377 472.54
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   LOCATION L0001748     VOLUME   475973.672 3744065.720 472.54
   LOCATION L0001749     VOLUME   475973.643 3744062.062 472.54
   LOCATION L0001750     VOLUME   475973.614 3744058.405 472.54
   LOCATION L0001751     VOLUME   475973.584 3744054.747 472.54
   LOCATION L0001752     VOLUME   475973.555 3744051.090 472.54
   LOCATION L0001753     VOLUME   475973.526 3744047.432 472.54
   LOCATION L0001754     VOLUME   475973.496 3744043.775 472.54
   LOCATION L0001755     VOLUME   475973.467 3744040.117 472.55
   LOCATION L0001756     VOLUME   475973.438 3744036.460 472.55
   LOCATION L0001757     VOLUME   475973.408 3744032.803 472.55
   LOCATION L0001758     VOLUME   475973.379 3744029.145 472.55
   LOCATION L0001759     VOLUME   475973.350 3744025.488 472.55
   LOCATION L0001760     VOLUME   475973.320 3744021.830 472.55
   LOCATION L0001761     VOLUME   475973.291 3744018.173 472.55
   LOCATION L0001762     VOLUME   475973.262 3744014.515 472.55
   LOCATION L0001763     VOLUME   475973.232 3744010.858 472.55
   LOCATION L0001764     VOLUME   475973.203 3744007.200 472.55
   LOCATION L0001765     VOLUME   475973.174 3744003.543 472.56
   LOCATION L0001766     VOLUME   475973.144 3743999.885 472.56
   LOCATION L0001767     VOLUME   475973.115 3743996.228 472.56
   LOCATION L0001768     VOLUME   475973.086 3743992.570 472.56
   LOCATION L0001769     VOLUME   475973.056 3743988.913 472.56
   LOCATION L0001770     VOLUME   475973.027 3743985.255 472.56
   LOCATION L0001771     VOLUME   475972.998 3743981.598 472.56
   LOCATION L0001772     VOLUME   475972.968 3743977.940 472.56
** End of LINE VOLUME Source ID = DW3
   LOCATION IDLEN        POINT      475957.000  3744065.000      473.000
** DESCRSRC Total Truck Idling North
   LOCATION TRUN         POINT      475957.000  3744060.000      473.000
** DESCRSRC Total TRU North
   LOCATION TRUS         POINT      475959.000  3743878.000      472.410
** DESCRSRC Total TRU South
   LOCATION IDLES        POINT      475959.000  3743874.000      472.280
** DESCRSRC Total Truck Idling South
** Source Parameters **
** LINE VOLUME Source ID = SEATON1
   SRCPARAM L0001330     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001331     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001332     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001333     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001334     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001335     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001336     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001337     0.00000002667      0.92      1.70      0.85
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   SRCPARAM L0001343     0.00000002667      0.92      1.70      0.85
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   SRCPARAM L0001345     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001346     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001347     0.00000002667      0.92      1.70      0.85
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   SRCPARAM L0001348     0.00000002667      0.92      1.70      0.85
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   SRCPARAM L0001352     0.00000002667      0.92      1.70      0.85
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   SRCPARAM L0001393     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001394     0.00000002667      0.92      1.70      0.85
   SRCPARAM L0001395     0.00000002667      0.92      1.70      0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = SEATON2
   SRCPARAM L0001396     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001397     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001398     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001399     0.00000004241      0.92      0.85      0.85
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   SRCPARAM L0001400     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001401     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001402     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001403     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001404     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001405     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001406     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001407     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001408     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001409     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001410     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001411     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001412     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001413     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001414     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001415     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001416     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001417     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001418     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001419     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001420     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001421     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001422     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001423     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001424     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001425     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001426     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001427     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001428     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001429     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001430     0.00000004241      0.92      0.85      0.85
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   SRCPARAM L0001434     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001435     0.00000004241      0.92      0.85      0.85
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   SRCPARAM L0001437     0.00000004241      0.92      0.85      0.85
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   SRCPARAM L0001442     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001443     0.00000004241      0.92      0.85      0.85
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   SRCPARAM L0001445     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001446     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001447     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001448     0.00000004241      0.92      0.85      0.85
   SRCPARAM L0001449     0.00000004241      0.92      0.85      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOW
   SRCPARAM L0001450     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001451     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001452     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001453     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001454     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001455     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001458     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001460     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001461     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001462     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001463     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001464     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001465     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001466     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001467     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001471     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001472     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001473     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001474     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001475     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001476     0.00000005312      0.92      5.67      0.85
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   SRCPARAM L0001478     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001479     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001480     0.00000005312      0.92      5.67      0.85
   SRCPARAM L0001481     0.00000005312      0.92      5.67      0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOM
   SRCPARAM L0001482     0.00000006617      0.92      5.67      0.85
   SRCPARAM L0001483     0.00000006617      0.92      5.67      0.85
   SRCPARAM L0001484     0.00000006617      0.92      5.67      0.85
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   SRCPARAM L0001492     0.00000006617      0.92      5.67      0.85
   SRCPARAM L0001493     0.00000006617      0.92      5.67      0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = CAJALCOE
   SRCPARAM L0001494     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001495     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001496     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001497     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001498     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001499     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001500     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001501     0.0000001515      0.92      5.67      0.85
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   SRCPARAM L0001502     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001503     0.0000001515      0.92      5.67      0.85
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   SRCPARAM L0001505     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001506     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001507     0.0000001515      0.92      5.67      0.85
   SRCPARAM L0001508     0.0000001515      0.92      5.67      0.85
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   SRCPARAM L0001511     0.0000001515      0.92      5.67      0.85
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   SRCPARAM L0001527     0.0000001515      0.92      5.67      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = DW1
   SRCPARAM L0001528     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001529     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001530     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001531     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001532     0.0000000402      0.92      1.70      0.85
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   SRCPARAM L0001553     0.0000000402      0.92      1.70      0.85
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SRCPARAM L0001606     0.0000000402      0.92      1.70      0.85
SRCPARAM L0001607     0.0000000402      0.92      1.70      0.85
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   SRCPARAM L0001620     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001621     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001622     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001623     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001624     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001625     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001626     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001627     0.0000000402      0.92      1.70      0.85
   SRCPARAM L0001628     0.0000000402      0.92      1.70      0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = DW2
   SRCPARAM L0001629     0.0000000673      0.92      1.70      0.85
   SRCPARAM L0001630     0.0000000673      0.92      1.70      0.85
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   SRCPARAM L0001659     0.0000000673      0.92      1.70      0.85
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** ----------------------------------------------------------------------
** LINE VOLUME Source ID = DW3
   SRCPARAM L0001718     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001719     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001720     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001721     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001722     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001723     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001724     0.00000002691      0.92      1.70      0.85
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   SRCPARAM L0001732     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001733     0.00000002691      0.92      1.70      0.85
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   SRCPARAM L0001738     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001739     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001740     0.00000002691      0.92      1.70      0.85
   SRCPARAM L0001741     0.00000002691      0.92      1.70      0.85
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** ------------------------------------------------------------------------
   SRCPARAM IDLEN        0.0000116     3.840   366.000  50.00000     0.100
   SRCPARAM TRUN         0.0000138     3.658   501.000  50.00000     0.040
   SRCPARAM TRUS         0.0000138     3.658   501.000  50.00000     0.040
   SRCPARAM IDLES        0.0000116     3.840   366.000  50.00000     0.100

** Building Downwash **
   BUILDHGT IDLEN          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN          13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT IDLEN          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLEN          13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT TRUN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUN           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT TRUS           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT IDLES          13.41    13.41    13.41    13.41    13.41    13.41
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   BUILDHGT IDLES          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLES          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLES          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT IDLES          13.41    13.41    13.41    13.41    13.41    13.41

   BUILDWID IDLEN         178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID IDLEN         301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID IDLEN         292.74   274.90   248.71   214.96   174.68   133.62
   BUILDWID IDLEN         178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID IDLEN         301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID IDLEN         292.74   274.90   248.71   214.96   174.68   133.62

   BUILDWID TRUN          178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID TRUN          301.95   291.76   273.82   292.08   301.46   301.68
   BUILDWID TRUN          292.74   274.90   248.71   214.96   174.68   133.62
   BUILDWID TRUN          178.94   218.83   252.07   277.65   294.79   302.98
   BUILDWID TRUN          301.95   291.76   273.82   292.08   301.46   301.68
```

BUILDWID	TRUN	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	TRUS	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	TRUS	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	TRUS	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	TRUS	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	TRUS	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	TRUS	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	IDLES	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	IDLES	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	IDLES	292.74	274.90	248.71	214.96	174.68	133.62
BUILDWID	IDLES	178.94	218.83	252.07	277.65	294.79	302.98
BUILDWID	IDLES	301.95	291.76	273.82	292.08	301.46	301.68
BUILDWID	IDLES	292.74	274.90	248.71	214.96	174.68	133.62
BUILDLEN	IDLEN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLEN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLEN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLEN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLEN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLEN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUN	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUN	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUN	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUS	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUS	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUS	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	TRUS	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	TRUS	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	TRUS	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLES	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLES	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLES	277.65	294.79	302.98	301.95	291.76	273.82
BUILDLEN	IDLES	292.08	301.46	301.68	292.74	274.90	248.71
BUILDLEN	IDLES	214.96	174.68	133.62	178.94	218.83	252.07
BUILDLEN	IDLES	277.65	294.79	302.98	301.95	291.76	273.82
XBADJ	IDLEN	-251.51	-262.62	-265.75	-260.80	-247.93	-227.53
XBADJ	IDLEN	-200.21	-166.81	-130.44	-135.49	-136.42	-133.20
XBADJ	IDLEN	-125.94	-114.85	-100.27	-82.64	-62.51	-41.06
XBADJ	IDLEN	-40.57	-38.84	-35.93	-31.94	-26.97	-21.18
XBADJ	IDLEN	-14.75	-7.87	-3.18	-43.46	-82.42	-118.87
XBADJ	IDLEN	-151.71	-179.94	-202.71	-219.31	-229.25	-232.76
XBADJ	TRUN	-246.59	-257.92	-261.42	-256.97	-244.72	-225.03
XBADJ	TRUN	-198.50	-165.94	-130.44	-136.35	-138.13	-135.70
XBADJ	TRUN	-129.15	-118.68	-104.60	-87.34	-67.43	-46.06

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   XBADJ    TRUN          -45.49   -43.54   -40.26   -35.77   -30.18   -23.68
   XBADJ    TRUN          -16.46    -8.74    -3.18   -42.59   -80.71  -116.37
   XBADJ    TRUN         -148.50  -176.11  -198.38  -214.61  -224.33  -227.76

   XBADJ    TRUS          -67.70   -87.58  -104.80  -118.84  -129.26  -135.76
   XBADJ    TRUS         -138.13  -136.31  -132.44  -169.93  -202.25  -228.43
   XBADJ    TRUS         -247.67  -259.38  -263.21  -259.05  -247.01  -228.06
   XBADJ    TRUS         -224.38  -213.88  -196.88  -173.90  -145.64  -112.95
   XBADJ    TRUS          -76.83   -38.37    -1.18    -9.02   -16.58   -23.64
   XBADJ    TRUS          -29.98   -35.41   -39.76   -42.91   -44.75   -45.76

   XBADJ    IDLES         -63.76   -83.82  -101.34  -115.77  -126.69  -133.76
   XBADJ    IDLES        -136.76  -135.61  -132.44  -170.62  -203.62  -230.43
   XBADJ    IDLES        -250.24  -262.45  -266.68  -262.81  -250.95  -232.06
   XBADJ    IDLES        -228.32  -217.64  -200.34  -176.96  -148.21  -114.95
   XBADJ    IDLES         -78.19   -39.07    -1.18    -8.32   -15.21   -21.64
   XBADJ    IDLES         -27.41   -32.34   -36.30   -39.15   -40.81   -41.76

   YBADJ    IDLEN          46.01    27.00     7.17   -12.89   -32.55   -51.22
   YBADJ    IDLEN         -68.33   -83.37   -95.85  -105.47  -111.89  -114.91
   YBADJ    IDLEN        -114.43  -110.48  -103.17   -92.73   -79.47   -63.63
   YBADJ    IDLEN         -46.01   -27.00    -7.17    12.89    32.55    51.22
   YBADJ    IDLEN          68.34    83.37    95.85   105.47   111.89   114.91
   YBADJ    IDLEN         114.43   110.48   103.17    92.73    79.47    63.63

   YBADJ    TRUN           46.88    28.71     9.67    -9.67   -28.72   -46.89
   YBADJ    TRUN          -63.64   -78.45   -90.85  -100.55  -107.19  -110.58
   YBADJ    TRUN         -110.60  -107.27  -100.67   -91.02   -78.60   -63.63
   YBADJ    TRUN          -46.88   -28.71    -9.67     9.67    28.72    46.89
   YBADJ    TRUN           63.64    78.45    90.85   100.55   107.19   110.58
   YBADJ    TRUN          110.60   107.27   100.67    91.02    78.60    63.63

   YBADJ    TRUS           80.46    92.84   102.40   108.85   111.99   111.73
   YBADJ    TRUS          108.07   101.13    91.15    78.34    63.15    46.04
   YBADJ    TRUS           27.53     8.19   -11.41   -30.65   -48.97   -65.63
   YBADJ    TRUS          -80.46   -92.84  -102.40  -108.85  -111.99  -111.73
   YBADJ    TRUS         -108.07  -101.13   -91.15   -78.34   -63.15   -46.04
   YBADJ    TRUS          -27.53    -8.19    11.41    30.65    48.97    65.63

   YBADJ    IDLES          81.15    94.20   104.40   111.42   115.05   115.19
   YBADJ    IDLES         111.83   105.07    95.15    82.28    66.91    49.50
   YBADJ    IDLES          30.60    10.76    -9.41   -29.28   -48.27   -65.63
   YBADJ    IDLES         -81.15   -94.21  -104.40  -111.42  -115.05  -115.19
   YBADJ    IDLES        -111.83  -105.07   -95.15   -82.28   -66.91   -49.50
   YBADJ    IDLES         -30.60   -10.76     9.41    29.28    48.27    65.63

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
```

```
**
RE STARTING
   INCLUDED DPM2041.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\PerrisADJU\PERI_V9_ADJU\PERI_v9.SFC
   PROFFILE ..\PerrisADJU\PERI_V9_ADJU\PERI_v9.PFL
   SURFDATA 3171 2010 Perris
   UAIRDATA 3190 2010
   SITEDATA 99999 2010
   PROFBASE 442.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST DPM2041.AD\24H1GALL.PLT 31
   PLOTFILE ANNUAL ALL DPM2041.AD\AN00GALL.PLT 32
   SUMMFILE DPM2041.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD (21112 ): Seaton Ave & Cajalco Rd Warehouse - 2041-2052 PM10 Emissions            02/05/22
* AERMET ( 16216):                                                                        11:31:10
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS   5 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF     8 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE      GRP       NUM YRS   NET ID
* ____________  ____________  ____________  _______  _______  _______  _______  _________  _________  _________
  476290.00000 3744239.00000       0.00065   466.00   466.00     0.00  ANNUAL   ALL        00000005
  475943.00000 3743567.00000       0.00078   471.56   471.56     0.00  ANNUAL   ALL        00000005
  475733.00000 3743742.00000       0.00086   475.86   475.86     0.00  ANNUAL   ALL        00000005
  475754.00000 3743798.00000       0.00129   475.86   475.86     0.00  ANNUAL   ALL        00000005
  475762.00000 3743835.00000       0.00170   475.98   475.98     0.00  ANNUAL   ALL        00000005
  475578.00000 3744106.00000       0.00083   479.73   479.73     0.00  ANNUAL   ALL        00000005
  475641.00000 3744186.00000       0.00108   477.63   477.63     0.00  ANNUAL   ALL        00000005
  475769.00000 3744370.00000       0.00105   474.07   474.07     0.00  ANNUAL   ALL        00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX F

CalEEMod Model Annual Printouts

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

Seaton Ave & Cajalco Rd Warehouse

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	70.10	1000sqft	2.64	70,096.00	0
Unrefrigerated Warehouse-No Rail	280.38	1000sqft	7.92	280,385.00	0
Parking Lot	6.94	Acre	6.94	302,306.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project site 17.5 gross acres

Construction Phase - Construction timing provided by applicant

Off-road Equipment - Grading - 2 Excavators, 1 Grader, 1 Rubber Tired Dozer, 2 Scrapers, 2 Crawler Tractors

Off-road Equipment - Site Preparation - 3 Rubber Tired Dozers and 4 Crawler Tractors

Trips and VMT - 6 vendor trucks per day added to Demo, Site Prep and Grading to account for water truck emissions

Demolition - 21,000 sq ft of existing building space to be demolished

Architectural Coating -

Vehicle Trips - Daily Trips Rates from TIA. Passenger cars analyzed under Unrefrigerated Warehouse and Trucks analyzed under Refrigerated Warehouse. Truck trip length set to 40 miles

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Annual

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

Construction Off-road Equipment Mitigation - Water Exposed Area 3x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation - Install low-flow fixtures and water-efficient irrigation systems to account for 2019 Title 24 Part 11 requirements

Waste Mitigation -

Operational Off-Road Equipment - 4 forklifts 7 hr per day. Per PDF 1 , all forklifts analyzed as Electric powered

Fleet Mix - Refrigerated Warehouse Vehicle Mix set to match Truck Mix in TIA. Unrefrigerated Vehicle mix limited to passenger vehicles.

Energy Use - 60,000 kWh added to Nontitle 24 - Parking Lot to account for four electric forklifts

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	130.00
tblConstructionPhase	NumDays	20.00	130.00
tblEnergyUse	NT24E	0.00	0.20
tblFleetMix	HHD	0.02	0.61
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.58
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.3100e-003	0.17
tblFleetMix	LHD2	7.3100e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.15

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

tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MHD	0.01	0.23
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblGrading	AcresOfGrading	120.00	90.00
tblGrading	AcresOfGrading	35.00	15.00
tblLandUse	LandUseSquareFeet	70,100.00	70,096.00
tblLandUse	LandUseSquareFeet	280,380.00	280,385.00
tblLandUse	LotAcreage	1.61	2.64
tblLandUse	LotAcreage	6.44	7.92
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	7.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblVehicleTrips	CNW_TL	6.90	40.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	ST_TR	2.12	1.63
tblVehicleTrips	ST_TR	1.74	1.52
tblVehicleTrips	SU_TR	2.12	1.63
tblVehicleTrips	SU_TR	1.74	1.52
tblVehicleTrips	WD_TR	2.12	1.63

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

tblVehicleTrips	WD_TR	1.74	1.52

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3406	2.9161	2.9365	7.6000e-003	0.5478	0.1228	0.6706	0.1881	0.1146	0.3027	0.0000	686.2993	686.2993	0.0991	0.0284	697.2286
2023	1.9517	2.0773	3.0632	7.0700e-003	0.3100	0.0905	0.4005	0.0834	0.0847	0.1682	0.0000	639.1069	639.1069	0.0882	0.0241	648.4838
Maximum	**1.9517**	**2.9161**	**3.0632**	**7.6000e-003**	**0.5478**	**0.1228**	**0.6706**	**0.1881**	**0.1146**	**0.3027**	**0.0000**	**686.2993**	**686.2993**	**0.0991**	**0.0284**	**697.2286**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3406	2.9161	2.9365	7.6000e-003	0.3973	0.1228	0.5201	0.1229	0.1146	0.2375	0.0000	686.2989	686.2989	0.0991	0.0284	697.2282
2023	1.9517	2.0773	3.0632	7.0700e-003	0.3100	0.0905	0.4005	0.0834	0.0847	0.1682	0.0000	639.1065	639.1065	0.0882	0.0241	648.4834
Maximum	**1.9517**	**2.9161**	**3.0632**	**7.6000e-003**	**0.3973**	**0.1228**	**0.5201**	**0.1229**	**0.1146**	**0.2375**	**0.0000**	**686.2989**	**686.2989**	**0.0991**	**0.0284**	**697.2282**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	17.55	0.00	14.05	24.02	0.00	13.85	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2022	5-31-2022	1.4210	1.4210
2	6-1-2022	8-31-2022	0.7820	0.7820
3	9-1-2022	11-30-2022	0.7776	0.7776
4	12-1-2022	2-28-2023	1.3130	1.3130
5	3-1-2023	5-31-2023	1.9766	1.9766
6	6-1-2023	8-31-2023	1.0089	1.0089
		Highest	1.9766	1.9766

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4531	4.0000e-005	4.5600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.8700e-003	8.8700e-003	2.0000e-005	0.0000	9.4500e-003
Energy	0.0226	0.2054	0.1725	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	863.6837	863.6837	0.0583	0.0107	868.3145
Mobile	0.3090	3.2265	3.4874	0.0235	1.3677	0.0386	1.4063	0.3748	0.0368	0.4116	0.0000	2,243.9477	2,243.9477	0.0476	0.2681	2,325.0149
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	66.8754	0.0000	66.8754	3.9522	0.0000	165.6809
Water						0.0000	0.0000		0.0000	0.0000	25.7130	187.1585	212.8715	2.6568	0.0643	298.4441
Total	**1.7846**	**3.4319**	**3.6645**	**0.0247**	**1.3677**	**0.0542**	**1.4219**	**0.3748**	**0.0524**	**0.4272**	**92.5883**	**3,294.7988**	**3,387.3871**	**6.7149**	**0.3430**	**3,657.4639**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4531	4.0000e-005	4.5600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.8700e-003	8.8700e-003	2.0000e-005	0.0000	9.4500e-003
Energy	0.0226	0.2054	0.1725	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	863.6837	863.6837	0.0583	0.0107	868.3145
Mobile	0.3090	3.2265	3.4874	0.0235	1.3677	0.0386	1.4063	0.3748	0.0368	0.4116	0.0000	2,243.9477	2,243.9477	0.0476	0.2681	2,325.0149
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	66.8754	0.0000	66.8754	3.9522	0.0000	165.6809
Water						0.0000	0.0000		0.0000	0.0000	21.7017	157.9618	179.6635	2.2423	0.0543	251.8868
Total	**1.7846**	**3.4319**	**3.6645**	**0.0247**	**1.3677**	**0.0542**	**1.4219**	**0.3748**	**0.0524**	**0.4272**	**88.5771**	**3,265.6021**	**3,354.1792**	**6.3005**	**0.3330**	**3,610.9066**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.33**	**0.89**	**0.98**	**6.17**	**2.92**	**1.27**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/11/2022	5	10	

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

3	Grading	Grading	4/12/2022	5/23/2022	5	30	
4	Building Construction	Building Construction	5/24/2022	7/17/2023	5	300	
5	Paving	Paving	1/17/2023	7/17/2023	5	130	
6	Architectural Coating	Architectural Coating	1/17/2023	7/17/2023	5	130	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 6.94

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 525,722; Non-Residential Outdoor: 175,241; Striped Parking Area: 18,138 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42

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

Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	6.00	96.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	274.00	107.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Annual

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

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0104	0.0000	0.0104	1.5700e-003	0.0000	1.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**	**0.0104**	**0.0124**	**0.0228**	**1.5700e-003**	**0.0116**	**0.0131**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	6.4600e-003	1.3800e-003	3.0000e-005	8.3000e-004	7.0000e-005	9.0000e-004	2.3000e-004	7.0000e-005	3.0000e-004	0.0000	2.6717	2.6717	4.0000e-005	4.2000e-004	2.7980
Vendor	1.0000e-004	2.6600e-003	9.0000e-004	1.0000e-005	3.8000e-004	4.0000e-005	4.2000e-004	1.1000e-004	4.0000e-005	1.4000e-004	0.0000	1.0507	1.0507	1.0000e-005	1.6000e-004	1.0974
Worker	5.2000e-004	4.1000e-004	5.1100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3037	1.3037	3.0000e-005	4.0000e-005	1.3153
Total	**7.7000e-004**	**9.5300e-003**	**7.3900e-003**	**5.0000e-005**	**2.8600e-003**	**1.2000e-004**	**2.9800e-003**	**7.8000e-004**	**1.2000e-004**	**8.9000e-004**	**0.0000**	**5.0261**	**5.0261**	**8.0000e-005**	**6.2000e-004**	**5.2108**

Seaton Ave & Cajalco Rd Warehouse - Riverside-South Coast County, Annual

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

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.0600e-003	0.0000	4.0600e-003	6.1000e-004	0.0000	6.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**	**4.0600e-003**	**0.0124**	**0.0165**	**6.1000e-004**	**0.0116**	**0.0122**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	6.4600e-003	1.3800e-003	3.0000e-005	8.3000e-004	7.0000e-005	9.0000e-004	2.3000e-004	7.0000e-005	3.0000e-004	0.0000	2.6717	2.6717	4.0000e-005	4.2000e-004	2.7980
Vendor	1.0000e-004	2.6600e-003	9.0000e-004	1.0000e-005	3.8000e-004	4.0000e-005	4.2000e-004	1.1000e-004	4.0000e-005	1.4000e-004	0.0000	1.0507	1.0507	1.0000e-005	1.6000e-004	1.0974
Worker	5.2000e-004	4.1000e-004	5.1100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3037	1.3037	3.0000e-005	4.0000e-005	1.3153
Total	**7.7000e-004**	**9.5300e-003**	**7.3900e-003**	**5.0000e-005**	**2.8600e-003**	**1.2000e-004**	**2.9800e-003**	**7.8000e-004**	**1.2000e-004**	**8.9000e-004**	**0.0000**	**5.0261**	**5.0261**	**8.0000e-005**	**6.2000e-004**	**5.2108**

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2521	0.1000	2.8000e-004		0.0108	0.0108		9.9300e-003	9.9300e-003	0.0000	25.0258	25.0258	8.0900e-003	0.0000	25.2281
Total	**0.0224**	**0.2521**	**0.1000**	**2.8000e-004**	**0.0983**	**0.0108**	**0.1091**	**0.0505**	**9.9300e-003**	**0.0604**	**0.0000**	**25.0258**	**25.0258**	**8.0900e-003**	**0.0000**	**25.2281**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.3300e-003	4.5000e-004	1.0000e-005	1.9000e-004	2.0000e-005	2.1000e-004	5.0000e-005	2.0000e-005	7.0000e-005	0.0000	0.5254	0.5254	1.0000e-005	8.0000e-005	0.5487
Worker	3.1000e-004	2.4000e-004	3.0700e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7822	0.7822	2.0000e-005	2.0000e-005	0.7892
Total	**3.6000e-004**	**1.5700e-003**	**3.5200e-003**	**2.0000e-005**	**1.1800e-003**	**3.0000e-005**	**1.2000e-003**	**3.1000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**1.3076**	**1.3076**	**3.0000e-005**	**1.0000e-004**	**1.3379**

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

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0383	0.0000	0.0383	0.0197	0.0000	0.0197	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2521	0.1000	2.8000e-004		0.0108	0.0108		9.9300e-003	9.9300e-003	0.0000	25.0257	25.0257	8.0900e-003	0.0000	25.2281
Total	**0.0224**	**0.2521**	**0.1000**	**2.8000e-004**	**0.0383**	**0.0108**	**0.0491**	**0.0197**	**9.9300e-003**	**0.0296**	**0.0000**	**25.0257**	**25.0257**	**8.0900e-003**	**0.0000**	**25.2281**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.3300e-003	4.5000e-004	1.0000e-005	1.9000e-004	2.0000e-005	2.1000e-004	5.0000e-005	2.0000e-005	7.0000e-005	0.0000	0.5254	0.5254	1.0000e-005	8.0000e-005	0.5487
Worker	3.1000e-004	2.4000e-004	3.0700e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7822	0.7822	2.0000e-005	2.0000e-005	0.7892
Total	**3.6000e-004**	**1.5700e-003**	**3.5200e-003**	**2.0000e-005**	**1.1800e-003**	**3.0000e-005**	**1.2000e-003**	**3.1000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**1.3076**	**1.3076**	**3.0000e-005**	**1.0000e-004**	**1.3379**

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0642	0.7126	0.4379	1.0700e-003		0.0286	0.0286		0.0263	0.0263	0.0000	94.2610	94.2610	0.0305	0.0000	95.0231
Total	**0.0642**	**0.7126**	**0.4379**	**1.0700e-003**	**0.1381**	**0.0286**	**0.1667**	**0.0548**	**0.0263**	**0.0811**	**0.0000**	**94.2610**	**94.2610**	**0.0305**	**0.0000**	**95.0231**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4000e-004	3.9900e-003	1.3500e-003	2.0000e-005	5.7000e-004	5.0000e-005	6.2000e-004	1.6000e-004	5.0000e-005	2.2000e-004	0.0000	1.5761	1.5761	2.0000e-005	2.3000e-004	1.6462
Worker	1.0500e-003	8.2000e-004	0.0102	3.0000e-005	3.3000e-003	2.0000e-005	3.3100e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.6074	2.6074	7.0000e-005	7.0000e-005	2.6306
Total	**1.1900e-003**	**4.8100e-003**	**0.0116**	**5.0000e-005**	**3.8700e-003**	**7.0000e-005**	**3.9300e-003**	**1.0400e-003**	**7.0000e-005**	**1.1100e-003**	**0.0000**	**4.1834**	**4.1834**	**9.0000e-005**	**3.0000e-004**	**4.2768**

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

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0538	0.0000	0.0538	0.0214	0.0000	0.0214	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0642	0.7126	0.4379	1.0700e-003		0.0286	0.0286		0.0263	0.0263	0.0000	94.2609	94.2609	0.0305	0.0000	95.0230
Total	**0.0642**	**0.7126**	**0.4379**	**1.0700e-003**	**0.0538**	**0.0286**	**0.0825**	**0.0214**	**0.0263**	**0.0477**	**0.0000**	**94.2609**	**94.2609**	**0.0305**	**0.0000**	**95.0230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4000e-004	3.9900e-003	1.3500e-003	2.0000e-005	5.7000e-004	5.0000e-005	6.2000e-004	1.6000e-004	5.0000e-005	2.2000e-004	0.0000	1.5761	1.5761	2.0000e-005	2.3000e-004	1.6462
Worker	1.0500e-003	8.2000e-004	0.0102	3.0000e-005	3.3000e-003	2.0000e-005	3.3100e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.6074	2.6074	7.0000e-005	7.0000e-005	2.6306
Total	**1.1900e-003**	**4.8100e-003**	**0.0116**	**5.0000e-005**	**3.8700e-003**	**7.0000e-005**	**3.9300e-003**	**1.0400e-003**	**7.0000e-005**	**1.1100e-003**	**0.0000**	**4.1834**	**4.1834**	**9.0000e-005**	**3.0000e-004**	**4.2768**

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1357	1.2414	1.3009	2.1400e-003		0.0643	0.0643		0.0605	0.0605	0.0000	184.2216	184.2216	0.0441	0.0000	185.3249
Total	**0.1357**	**1.2414**	**1.3009**	**2.1400e-003**		**0.0643**	**0.0643**		**0.0605**	**0.0605**	**0.0000**	**184.2216**	**184.2216**	**0.0441**	**0.0000**	**185.3249**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.3776	0.1272	1.5500e-003	0.0537	5.1900e-003	0.0589	0.0155	4.9700e-003	0.0205	0.0000	148.9637	148.9637	1.5700e-003	0.0221	155.5901
Worker	0.0761	0.0593	0.7420	2.0500e-003	0.2394	1.2100e-003	0.2406	0.0636	1.1200e-003	0.0647	0.0000	189.3200	189.3200	5.0500e-003	5.2400e-003	191.0080
Total	**0.0897**	**0.4369**	**0.8693**	**3.6000e-003**	**0.2932**	**6.4000e-003**	**0.2996**	**0.0791**	**6.0900e-003**	**0.0852**	**0.0000**	**338.2837**	**338.2837**	**6.6200e-003**	**0.0273**	**346.5981**

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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1357	1.2414	1.3009	2.1400e-003		0.0643	0.0643		0.0605	0.0605	0.0000	184.2214	184.2214	0.0441	0.0000	185.3247
Total	**0.1357**	**1.2414**	**1.3009**	**2.1400e-003**		**0.0643**	**0.0643**		**0.0605**	**0.0605**	**0.0000**	**184.2214**	**184.2214**	**0.0441**	**0.0000**	**185.3247**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.3776	0.1272	1.5500e-003	0.0537	5.1900e-003	0.0589	0.0155	4.9700e-003	0.0205	0.0000	148.9637	148.9637	1.5700e-003	0.0221	155.5901
Worker	0.0761	0.0593	0.7420	2.0500e-003	0.2394	1.2100e-003	0.2406	0.0636	1.1200e-003	0.0647	0.0000	189.3200	189.3200	5.0500e-003	5.2400e-003	191.0080
Total	**0.0897**	**0.4369**	**0.8693**	**3.6000e-003**	**0.2932**	**6.4000e-003**	**0.2996**	**0.0791**	**6.0900e-003**	**0.0852**	**0.0000**	**338.2837**	**338.2837**	**6.6200e-003**	**0.0273**	**346.5981**

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1109	1.0141	1.1452	1.9000e-003		0.0493	0.0493		0.0464	0.0464	0.0000	163.4224	163.4224	0.0389	0.0000	164.3942
Total	**0.1109**	**1.0141**	**1.1452**	**1.9000e-003**		**0.0493**	**0.0493**		**0.0464**	**0.0464**	**0.0000**	**163.4224**	**163.4224**	**0.0389**	**0.0000**	**164.3942**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1800e-003	0.2586	0.1030	1.3200e-003	0.0477	2.1500e-003	0.0498	0.0138	2.0600e-003	0.0158	0.0000	126.9198	126.9198	1.2800e-003	0.0188	132.5444
Worker	0.0627	0.0465	0.6064	1.7600e-003	0.2123	1.0100e-003	0.2133	0.0564	9.3000e-004	0.0573	0.0000	163.4859	163.4859	4.0300e-003	4.2900e-003	164.8642
Total	**0.0709**	**0.3051**	**0.7095**	**3.0800e-003**	**0.2600**	**3.1600e-003**	**0.2631**	**0.0701**	**2.9900e-003**	**0.0731**	**0.0000**	**290.4057**	**290.4057**	**5.3100e-003**	**0.0231**	**297.4087**

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1109	1.0141	1.1452	1.9000e-003		0.0493	0.0493		0.0464	0.0464	0.0000	163.4222	163.4222	0.0389	0.0000	164.3940
Total	**0.1109**	**1.0141**	**1.1452**	**1.9000e-003**		**0.0493**	**0.0493**		**0.0464**	**0.0464**	**0.0000**	**163.4222**	**163.4222**	**0.0389**	**0.0000**	**164.3940**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1800e-003	0.2586	0.1030	1.3200e-003	0.0477	2.1500e-003	0.0498	0.0138	2.0600e-003	0.0158	0.0000	126.9198	126.9198	1.2800e-003	0.0188	132.5444
Worker	0.0627	0.0465	0.6064	1.7600e-003	0.2123	1.0100e-003	0.2133	0.0564	9.3000e-004	0.0573	0.0000	163.4859	163.4859	4.0300e-003	4.2900e-003	164.8642
Total	**0.0709**	**0.3051**	**0.7095**	**3.0800e-003**	**0.2600**	**3.1600e-003**	**0.2631**	**0.0701**	**2.9900e-003**	**0.0731**	**0.0000**	**290.4057**	**290.4057**	**5.3100e-003**	**0.0231**	**297.4087**

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

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0671	0.6625	0.9480	1.4800e-003		0.0332	0.0332		0.0305	0.0305	0.0000	130.1746	130.1746	0.0421	0.0000	131.2272
Paving	9.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0762**	**0.6625**	**0.9480**	**1.4800e-003**		**0.0332**	**0.0332**		**0.0305**	**0.0305**	**0.0000**	**130.1746**	**130.1746**	**0.0421**	**0.0000**	**131.2272**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1600e-003	2.3400e-003	0.0306	9.0000e-005	0.0107	5.0000e-005	0.0108	2.8500e-003	5.0000e-005	2.8900e-003	0.0000	8.2517	8.2517	2.0000e-004	2.2000e-004	8.3213
Total	**3.1600e-003**	**2.3400e-003**	**0.0306**	**9.0000e-005**	**0.0107**	**5.0000e-005**	**0.0108**	**2.8500e-003**	**5.0000e-005**	**2.8900e-003**	**0.0000**	**8.2517**	**8.2517**	**2.0000e-004**	**2.2000e-004**	**8.3213**

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

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0671	0.6625	0.9480	1.4800e-003		0.0332	0.0332		0.0305	0.0305	0.0000	130.1745	130.1745	0.0421	0.0000	131.2270
Paving	9.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0762**	**0.6625**	**0.9480**	**1.4800e-003**		**0.0332**	**0.0332**		**0.0305**	**0.0305**	**0.0000**	**130.1745**	**130.1745**	**0.0421**	**0.0000**	**131.2270**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1600e-003	2.3400e-003	0.0306	9.0000e-005	0.0107	5.0000e-005	0.0108	2.8500e-003	5.0000e-005	2.8900e-003	0.0000	8.2517	8.2517	2.0000e-004	2.2000e-004	8.3213
Total	**3.1600e-003**	**2.3400e-003**	**0.0306**	**9.0000e-005**	**0.0107**	**5.0000e-005**	**0.0108**	**2.8500e-003**	**5.0000e-005**	**2.8900e-003**	**0.0000**	**8.2517**	**8.2517**	**2.0000e-004**	**2.2000e-004**	**8.3213**

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

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6665					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5962	16.5962	9.9000e-004	0.0000	16.6210
Total	**1.6790**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5962**	**16.5962**	**9.9000e-004**	**0.0000**	**16.6210**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	8.6000e-003	0.1122	3.3000e-004	0.0393	1.9000e-004	0.0395	0.0104	1.7000e-004	0.0106	0.0000	30.2564	30.2564	7.5000e-004	7.9000e-004	30.5115
Total	**0.0116**	**8.6000e-003**	**0.1122**	**3.3000e-004**	**0.0393**	**1.9000e-004**	**0.0395**	**0.0104**	**1.7000e-004**	**0.0106**	**0.0000**	**30.2564**	**30.2564**	**7.5000e-004**	**7.9000e-004**	**30.5115**

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

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6665					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5961	16.5961	9.9000e-004	0.0000	16.6210
Total	**1.6790**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5961**	**16.5961**	**9.9000e-004**	**0.0000**	**16.6210**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	8.6000e-003	0.1122	3.3000e-004	0.0393	1.9000e-004	0.0395	0.0104	1.7000e-004	0.0106	0.0000	30.2564	30.2564	7.5000e-004	7.9000e-004	30.5115
Total	**0.0116**	**8.6000e-003**	**0.1122**	**3.3000e-004**	**0.0393**	**1.9000e-004**	**0.0395**	**0.0104**	**1.7000e-004**	**0.0106**	**0.0000**	**30.2564**	**30.2564**	**7.5000e-004**	**7.9000e-004**	**30.5115**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3090	3.2265	3.4874	0.0235	1.3677	0.0386	1.4063	0.3748	0.0368	0.4116	0.0000	2,243.9477	2,243.9477	0.0476	0.2681	2,325.0149
Unmitigated	0.3090	3.2265	3.4874	0.0235	1.3677	0.0386	1.4063	0.3748	0.0368	0.4116	0.0000	2,243.9477	2,243.9477	0.0476	0.2681	2,325.0149

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	114.26	114.26	114.26	1,551,496	1,551,496
Unrefrigerated Warehouse-No Rail	426.18	426.18	426.18	1,826,477	1,826,477
Total	540.44	540.44	540.44	3,377,973	3,377,973

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	40.00	8.40	40.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Refrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.167000	0.228000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.576000	0.060000	0.186000	0.152000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.026000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	640.1086	640.1086	0.0540	6.5500e-003	643.4108
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	640.1086	640.1086	0.0540	6.5500e-003	643.4108
NaturalGas Mitigated	0.0226	0.2054	0.1725	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	223.5751	223.5751	4.2900e-003	4.1000e-003	224.9037
NaturalGas Unmitigated	0.0226	0.2054	0.1725	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	223.5751	223.5751	4.2900e-003	4.1000e-003	224.9037

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	3.62607e+006	0.0196	0.1778	0.1493	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.5007	193.5007	3.7100e-003	3.5500e-003	194.6506
Unrefrigerated Warehouse-No Rail	563574	3.0400e-003	0.0276	0.0232	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.0745	30.0745	5.8000e-004	5.5000e-004	30.2532
Total		**0.0226**	**0.2054**	**0.1725**	**1.2400e-003**		**0.0156**	**0.0156**		**0.0156**	**0.0156**	**0.0000**	**223.5751**	**223.5751**	**4.2900e-003**	**4.1000e-003**	**224.9037**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	3.62607e+006	0.0196	0.1778	0.1493	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.5007	193.5007	3.7100e-003	3.5500e-003	194.6506
Unrefrigerated Warehouse-No Rail	563574	3.0400e-003	0.0276	0.0232	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.0745	30.0745	5.8000e-004	5.5000e-004	30.2532
Total		**0.0226**	**0.2054**	**0.1725**	**1.2400e-003**		**0.0156**	**0.0156**		**0.0156**	**0.0156**	**0.0000**	**223.5751**	**223.5751**	**4.2900e-003**	**4.1000e-003**	**224.9037**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	166269	29.4870	2.4900e-003	3.0000e-004	29.6391
Refrigerated Warehouse-No Rail	2.79262e+006	495.2595	0.0418	5.0700e-003	497.8145
Unrefrigerated Warehouse-No Rail	650493	115.3621	9.7400e-003	1.1800e-003	115.9572
Total		**640.1086**	**0.0540**	**6.5500e-003**	**643.4108**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	166269	29.4870	2.4900e-003	3.0000e-004	29.6391
Refrigerated Warehouse-No Rail	2.79262e+006	495.2595	0.0418	5.0700e-003	497.8145
Unrefrigerated Warehouse-No Rail	650493	115.3621	9.7400e-003	1.1800e-003	115.9572
Total		**640.1086**	**0.0540**	**6.5500e-003**	**643.4108**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4531	4.0000e-005	4.5600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.8700e-003	8.8700e-003	2.0000e-005	0.0000	9.4500e-003
Unmitigated	1.4531	4.0000e-005	4.5600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.8700e-003	8.8700e-003	2.0000e-005	0.0000	9.4500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1667					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2860					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.2000e-004	4.0000e-005	4.5600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.8700e-003	8.8700e-003	2.0000e-005	0.0000	9.4500e-003
Total	**1.4531**	**4.0000e-005**	**4.5600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.8700e-003**	**8.8700e-003**	**2.0000e-005**	**0.0000**	**9.4500e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1667					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2860					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.2000e-004	4.0000e-005	4.5600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.8700e-003	8.8700e-003	2.0000e-005	0.0000	9.4500e-003
Total	**1.4531**	**4.0000e-005**	**4.5600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.8700e-003**	**8.8700e-003**	**2.0000e-005**	**0.0000**	**9.4500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	179.6635	2.2423	0.0543	251.8868
Unmitigated	212.8715	2.6568	0.0643	298.4441

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	16.2106 / 0	42.5767	0.5314	0.0129	59.6922
Unrefrigerated Warehouse-No Rail	64.8379 / 0	170.2948	2.1254	0.0514	238.7519
Total		**212.8715**	**2.6568**	**0.0643**	**298.4441**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	13.6818 / 0	35.9348	0.4485	0.0109	50.3802
Unrefrigerated Warehouse-No Rail	54.7232 / 0	143.7288	1.7938	0.0434	201.5066
Total		**179.6635**	**2.2423**	**0.0543**	**251.8868**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	66.8754	3.9522	0.0000	165.6809
Unmitigated	66.8754	3.9522	0.0000	165.6809

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	65.89	13.3751	0.7904	0.0000	33.1362
Unrefrigerated Warehouse-No Rail	263.56	53.5003	3.1618	0.0000	132.5447
Total		**66.8754**	**3.9522**	**0.0000**	**165.6809**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	65.89	13.3751	0.7904	0.0000	33.1362
Unrefrigerated Warehouse-No Rail	263.56	53.5003	3.1618	0.0000	132.5447
Total		**66.8754**	**3.9522**	**0.0000**	**165.6809**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	7.00	260	89	0.20	Electrical

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

UnMitigated/Mitigated

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation