

**APPENDIX A**  
**Air Quality and Global Climate Change Impact Analysis (October 12, 2021)**

# **HEACOCK LOGISTICS TRAILER PARKING LOT PROJECT AIR QUALITY AND GLOBAL CLIMATE CHANGE IMPACT ANALYSIS**

City of Moreno Valley

October 12, 2021



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration  
Air Quality • Global Climate Change • Health Risk Assessment

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City of Moreno Valley

October 12, 2021

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Project No. 19426

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## EXECUTIVE SUMMARY

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The purpose of this air quality and global climate change impact analysis is to provide an assessment of the impacts resulting from development of the proposed Heacock Logistics Trailer Parking Lot project and to identify measures that may be necessary to reduce potentially significant impacts.

### *Construction-Source Emissions*

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Given the temporary and short-term construction schedule, the project would not result in a long-term (i.e., lifetime or 30-year) exposure to TACs as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds and the nearest sensitive receptors to the project site are located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site. Therefore, impacts from project-related TACs during construction would be less than significant.

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less than significant.

### *Operational-Source Emissions*

Project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality or toxic air contaminant (TAC) impacts as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO "hotspots").

The proposed project is a semi-truck trailer parking lot with 220 trailer parking spaces generating approximately 189 total daily truck trips.; however, the closest sensitive receptors are the existing single-family residential uses located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site. Therefore, as the closest sensitive receptor to the project is well over 1,000 feet from the site, sensitive receptors would not be exposed to project-related toxic sources of air pollution. Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin AQMP. The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

### *Greenhouse Gases*

Project-related GHG emissions do not exceed the SCAQMD screening threshold of 10,000 MTCO<sub>2</sub>e per year for industrial uses, and GHG emissions are considered to be less than significant.

Furthermore, as the project's GHG emissions do not exceed the SCAQMD screening threshold (based on EO S-3-05), the project would not conflict with the goals of SB-32, City of Moreno Valley Energy Efficiency and Climate Action Strategy, and the City of Moreno Valley CAP; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.



# 1. INTRODUCTION

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This section describes the purpose of this air quality and global climate change impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

## PURPOSE AND OBJECTIVES

This study was performed to address the possibility of regional/local air quality impacts and global climate change impacts, from project related air emissions. The objectives of the study include:

- documentation of the atmospheric setting
- discussion of criteria pollutants and greenhouse gases
- discussion of the air quality and global climate change regulatory framework
- analysis of the construction related air quality and greenhouse gas emissions
- analysis of the operations related air quality and greenhouse gas emissions
- analysis of the conformity of the proposed project with the SCAQMD AQMP
- recommendations for mitigation measures

The City of Moreno Valley is the lead agency for this air quality and GHG analysis, in accordance with the CEQA authorizing legislation. Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with technical terms related to air quality and global climate change.

## PROJECT LOCATION

The 9.14-acre project site is located at the northeast corner of Heacock Street and the Perris Valley Storm Drain in the City of Moreno Valley. The property consists of Assessor's Parcel Number (APN) 316-211-014, California. A vicinity map showing the project location is provided on Figure 1.

## PROJECT DESCRIPTION

The proposed project involves development of the site with a parking lot that will either include semi-truck trailer parking or automobile parking. The proposed parking lot will be designed with up to 220 parking stalls (12' x 70') and up to two (2) regular parking stalls. The parking lot will be used for either up to 220 semi-trucks or up to 440 automobiles. If the lot is used for automobile parking, two automobiles would be parked in each semi-truck parking stall.

Therefore, the Traffic Impact Assessment prepared for the proposed project analyzed two project options. Option 1 included the parking lot being designed for up to 220 semi-trucks and Option 2 included the parking lot being designed for up to 440 automobiles (two automobiles would be parked in each semi-truck parking stall). As the semi-truck trailer parking option (Option 1) generates more vehicle trips and represents a worst-case scenario, this option was utilized in this analysis.

Figure 2 illustrates the proposed site plan.

## PHASING AND TIMING

The proposed project is anticipated to be operational in 2022. The project is anticipated to be built in one phase with project construction anticipated to start no sooner than the beginning of November 2021 and be completed in January 2022.

## **SENSITIVE RECEPTORS IN PROJECT VICINITY**

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

The nearest sensitive receptors to the project site include the existing single-family detached residential dwelling unit located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site. Other air quality sensitive land uses are located further from the project site and would experience lower impacts.



**Figure 1**  
**Project Location Map**



## 2. AIR QUALITY ANALYSIS

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### EXISTING AIR QUALITY CONDITIONS

#### **Local Air Quality**

The project is located within the City of Moreno Valley which lies within the South Coast Air Basin (Basin). The project area is under the jurisdiction of the SCAQMD. The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds.

The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone. The region experiences more days of sunlight than any other major urban area in the nation except Phoenix (SCAQMD, 2007).

The temperature and precipitation levels for the City of Riverside, the closest station with updated data, are shown below in Table 1. Table 1 shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

**Table 1  
Local Monthly Climate Data**

Descriptor	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	67.2	68	71.1	75.7	80.6	86.9	93.5	94.6	90.7	82.6	71.4	67.4
Avg. Min. Temperature	42.6	44.2	46.2	49.3	53.9	57.4	61.6	62.3	59.3	53.4	45.1	42.1
Avg. Total Precipitation (in.)	2.03	2.32	1.78	0.68	0.23	0.08	0.04	0.09	0.15	0.42	0.79	1.43

Source: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7473>

Data from the Riverside Citrus Exp, CA station (047473).

## **Pollutants**

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.

### *Criteria Pollutants*

The criteria pollutants consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. 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.

### *Nitrogen Dioxides*

Nitrogen Oxides (NO<sub>x</sub>) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO<sub>x</sub> are colorless and odorless, concentrations of nitrogen dioxide (NO<sub>2</sub>) can often be seen as a reddish-brown layer over many urban areas. NO<sub>x</sub> form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO<sub>x</sub> are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO<sub>x</sub> reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO<sub>2</sub>, which cause respiratory problems. NO<sub>x</sub> and the pollutants formed from NO<sub>x</sub> can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NO<sub>x</sub> is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

### *Ozone*

Ozone (O<sub>3</sub>) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NO<sub>x</sub> and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO<sub>x</sub> and VOC that help form O<sub>3</sub>. Ground-level O<sub>3</sub> is the primary constituent of smog. Sunlight and hot weather cause ground-level O<sub>3</sub> to form with the greatest concentrations usually occurring downwind from urban areas. O<sub>3</sub> is subsequently considered a regional pollutant. Ground-level O<sub>3</sub> is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO<sub>x</sub> and VOC are O<sub>3</sub> precursors, the health effects associated with O<sub>3</sub> are also indirect health effects associated with significant levels of NO<sub>x</sub> 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 about 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 Dioxide*

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO<sub>2</sub>]) are formed when fuel containing sulfur, such as coal and oil is burned, and 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 (Pb) 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*

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter 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 (PM<sub>10</sub>) 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 (PM<sub>2.5</sub>) have been designated as a subset of PM<sub>10</sub> due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

#### *Reactive Organic Gases (ROG)*

Although not a criteria pollutant, reactive organic gases (ROGs), or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of O<sub>3</sub>. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM<sub>10</sub> and lower visibility.



## **Other Pollutants of Concern**

### *Toxic Air Contaminants (TACs)*

In addition to the above-listed criteria pollutants, TACs are another group of pollutants of concern. 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 forty different TACs. 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 2013 California Almanac of Emissions and Air Quality, 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). Diesel particulate matter is a subset of PM<sub>2.5</sub> because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter 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 diesel particulate matter 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 diesel particulate matter as a TAC was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter 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 the ARB and as a Hazardous Air Pollutant 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. Naturally occurring asbestos is not present in Riverside County. 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 as Asbestos Mountain in the San Jacinto Valley; approximately 48 miles southeast of the site. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

## **REGULATORY SETTING**

The proposed project 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.

## **Federal – United States Environmental Protection Agency**

The United States Environmental Protection Agency (USEPA) is responsible for setting and enforcing the 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. The NAAQS pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the California Air Resource Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM<sub>2.5</sub> standard is met if the three-year average of the annual average PM<sub>2.5</sub> concentration is less than or equal to the standard. Attainment status is shown in Table 3.

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 State Implementation Plan (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 State Implementation Plan (SIP).

As indicated below in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O<sub>3</sub>) and suspended particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO<sub>2</sub>), suspended particulate matter (PM-2.5), and nitrogen dioxide (NO<sub>2</sub>).

## **State – California Air Resources Board**

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency (CalEPA), 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 CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The CAAQS for criteria pollutants are shown in Table 2. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. Furthermore, the motor vehicle emission standards established by CARB include compliance with the Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule, issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020). The SAFE Rule sets fuel economy and carbon dioxide standards that increase 1.5 percent in stringency each year from model years 2021 through 2026, and apply to both passenger cars and light trucks. CARB also sets fuel specifications to further reduce vehicular emissions.

The South Coast Air Basin has been designated by the CARB as a nonattainment area for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, lead, SO<sub>2</sub>, NO<sub>2</sub>, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM<sub>10</sub> annual average standard to 20 µg/m<sup>3</sup> and established an annual average standard for PM<sub>2.5</sub> of 12 µg/m<sup>3</sup>. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour

Ozone and PM2.5 Standards. The plan projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

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) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to TACs. The Air Toxics “Hot Spots” Information and Assessment Act (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 into the South Coast Air Basin. 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.

#### *AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants*

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and TACs for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and TACs, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and TACs and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

### **Regional**

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

### **South Coast Air Quality Management District**

The 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. The 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. On June 30, 2016, the SCAQMD released its Draft 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air.

## *Air Quality Management Plan*

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NO<sub>x</sub>) emissions sufficiently to meet the upcoming ozone standard deadlines. On March 23, 2017 the CARB approved the 2016 AQMP. The primary goal of this AQMP is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the Plan has been approved by the CARB, it has been forwarded to the U.S. EPA for its review. The Plan was approved by the EPA on June 15, 2017.

South Coast AQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin and Coachella Valley. To support the development of mobile source strategies for the 2022 AQMP, South Coast AQMD, in conjunction with California Air Resources Board, has established Mobile Source Working Groups which are open to all interested parties.

### *SCAQMD Rules and Regulations*

During construction and operation, the project must comply with applicable rules and regulations. The following are rules that the project may be required to comply with, either directly, or indirectly:

#### *SCAQMD Rule 402*

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

#### *SCAQMD Rule 403*

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM<sub>10</sub> component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

*SCAQMD Rule 445*

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

*SCAQMD Rule 481*

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- (1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- (2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- (3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

*SCAQMD Rule 1108*

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

*SCAQMD Rule 1113*

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

*SCAQMD Rule 1143*

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC

content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

*SCAQMD Rule 1186*

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

*SCAQMD Rule 1303*

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM<sub>10</sub> among other pollutants.

*SCAQMD Rule 1401*

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

*SCAQMD Rule 1403*

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

*SCAQMD Rule 2202*

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

*SCAQMD Rule 2305*

The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program aims to reduce nitrogen oxide and diesel emissions associated with warehouses, help meet federal standards and improve public health. The WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Owners and operators of warehouses that have 100,000 square feet or more of indoor floor space in a single building must comply with the WAIRE Program. WAIRE is a menu-based point system in which warehouse operators are required to earn a specific number of points every year. The yearly number of points required is based on the number of trucks trips made to and from the warehouse each year, with larger trucks such as tractors or tractor-trailers multiplied by 2.5. Warehouse operators may be exempt from parts of the rule if they operate less than 50,000 square feet of warehousing activities, if the number of points required is less than 10, or if the WAIRE menu action chosen under performs due to circumstances beyond the operator's control, such as a manufacturer defect. SCAQMD [Rule 316](#) establishes fees to fund Rule 2305 compliance activities.

## **Air Quality Guidance Documents**

### *SCAQMD CEQA Handbook*

Although the 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 South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the CEQA. In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the 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 of the AQMP. 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 the 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. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website<sup>1</sup>. The SCAQMD CEQA Handbook and supplemental information is used in this analysis.

### *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 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 Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. 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 Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than \$556.5 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 FTIP Consistency Amendment through Amendment 15-12 have been met.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. Connect SoCal is a long-range visioning plan that builds

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<sup>1</sup> <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

### **Local – City of Moreno Valley**

Local jurisdictions, such as the City of Moreno Valley, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

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

The adopted City of Moreno Valley 2006 General Plan contains the following air quality-related objectives and policies that are applicable to the proposed project:

#### **Objective 6.6**

Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.

##### *Policies*

- 6.6.1 Provide sites for new neighborhood commercial facilities within close proximity to the residential areas they serve.
- 6.6.2 Provide multi-family residential development sites in close proximity to neighborhood commercial centers in order to encourage pedestrian instead of vehicular travel.
- 6.6.3 Locate neighborhood parks in close proximity to the appropriate concentration of residents in order to encourage pedestrian and bicycle travel to local recreation areas.

#### **Objective 6.7**

Reduce mobile and stationary source air pollutant emissions.

##### *Policies*

- 6.7.1 Cooperate with regional efforts to establish and implement regional air quality strategies and tactics.
- 6.7.5 Require grading activities to comply with SCAQMD's Rule 403 regarding the control of fugitive dust.
- 6.7.6 Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code.

Furthermore, the City is currently in the process of updating its General Plan. The Public Review Draft Moreno Valley General Plan 2040 was released April 2, 2021. Although not yet formally adopted, the goal and policies related to air quality that are applicable to the proposed project from the Environmental Justice Element of the Public Review Draft Moreno Valley General Plan 2040 have been included below.



**Goal EJ-1**

Reduce pollution exposure and improve community health.

*Policies*

- EJ.1-1 Coordinate air quality planning efforts with other local, regional, and State agencies.
- EJ.1-3 Require new development that would locate sensitive uses adjacent to sources of toxic air contaminants (TAC) to be designed to minimize any potential health risks, consistent with State law.
- EJ.1-6 Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.
- EJ.1-7 Require new large commercial or light industrial projects to develop and implement a plan to minimize truck idling in order to reduce diesel particulate emissions.
- EJ.1-8 Support the incorporation of new technologies and design and construction techniques in new development that minimize pollution and its impacts.
- EJ.1-9 Designate truck routes that avoid sensitive land uses, where feasible.

**Table 2  
State and Federal Criteria Pollutant Standards**

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O <sub>3</sub> )	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function 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 <sub>2</sub> )	0.18 ppm/1-hour 0.03 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 <sub>2</sub> )	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 Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> /24-hour 20 µg/m <sup>3</sup> /annual	150 µg/m <sup>3</sup> /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> / annual	35 µg/m <sup>3</sup> /24-hour 12 µg/m <sup>3</sup> /annual	
Sulfates	25 µg/m <sup>3</sup> /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; (f) property damage.
Lead	1.5 µg/m <sup>3</sup> /30-day	0.15 µg/m <sup>3</sup> /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: <https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf>

**Table 3  
South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Maintenance (Serious)
Nitrogen dioxide	Attainment	Maintenance (Primary)
Sulfur dioxide	Attainment	Attainment/Unclassified
PM10	Nonattainment	Maintenance (Serious)
PM2.5	Nonattainment	Nonattainment (Moderate)

Source (Federal and State Status): California Air Resources Board (2020) <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations> & US EPA (2020) <https://www.epa.gov/green-book>.

## MONITORED 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 Basin provided in the Final 2016 AQMP prepared by SCAQMD (March 2017) indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NO<sub>x</sub> emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM<sub>2.5</sub>, with another 13 percent of PM<sub>2.5</sub> from road dust.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Perris Valley Air Monitoring Area (Area 24). The nearest air monitoring station to the project site is the Perris Monitoring Station (Perris Station). The Perris Station is located approximately 5.01 miles south of the project site at 237 1/2 N. D Street, Perris. As not all monitoring stations monitor all pollutants, data was also taken from the Lake Elsinore-W Flint Street Monitoring Station (Lake Elsinore Station) located approximately 13.55 miles southwest of the project site at 506 W Flint Street, Lake Elsinore. Table 4 presents the monitored pollutant levels from the Perris and Riverside Stations. However, it should be noted that due to the air monitoring stations distances from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

Table 4 summarizes 2018 through 2020 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone standards.

### **Ozone**

During the 2018 to 2020 monitoring period, the State 1-hour concentration standard for ozone was 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 past three years at the Perris Station. The Federal 8-hour ozone standard was exceeded between 64 and 74 days each year over the past 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<sub>2</sub>, 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 the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

### **Carbon Monoxide**

CO is another important pollutant that is due mainly to motor vehicles. The Lake Elsinore Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

### **Nitrogen Dioxide**

The Lake Elsinore Station did not record an exceedance of the State or Federal NO<sub>2</sub> standards for the last three years.

### **Particulate Matter**

The State 24-hour concentration standards for PM<sub>10</sub> was exceeded between two and six days each year over the last three years at the Perris Station. Over the past three years, the Perris Station did not record an exceedance of the Federal 24-hour standards for PM<sub>10</sub>.

During the 2018 to 2020 monitoring period, there was insufficient data for the Federal 24-hour standard for PM<sub>2.5</sub> at the Lake Elsinore Station.

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.

**Table 4  
Air Quality Monitoring Summary**

Pollutant (Standard) <sup>1</sup>		Year		
		2018	2019	2020
Ozone:	Maximum 1-Hour Concentration (ppm)	0.117	0.118	0.125
	Days > CAAQS (0.09 ppm)	<b>31</b>	<b>28</b>	<b>34</b>
	Maximum 8-Hour Concentration (ppm)	0.103	0.096	0.106
	Days > NAAQS (0.070 ppm)	<b>67</b>	<b>64</b>	<b>74</b>
	Days > CAAQS (0.070 ppm)	<b>68</b>	<b>66</b>	<b>77</b>
Carbon Monoxide: <sup>2</sup>	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide: <sup>2</sup>	Maximum 1-Hour Concentration (ppm)	0.041	0.038	0.044
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10): <sup>2</sup>	Maximum 24-Hour Concentration (µg/m <sup>3</sup> )	64.4	97.0	92.3
	Days > NAAQS (150 µg/m3)	0	0	0
	Days > CAAQS (50 µg/m3)	<b>2</b>	<b>4</b>	<b>6</b>
	Annual Average (µg/m3)	30.2	25.8	33.4
Ultra-Fine Particulates (PM2.5): <sup>2</sup>	Maximum 24-Hour Concentration (µg/m3)	31.3	17.6	41.6
	Days > NAAQS (35 µg/m3)	*	*	*
	Annual Average (µg/m3)	6.7	*	7.2

Notes:

Source: <http://www.arb.ca.gov/adam/topfour/topfour1.php>. Data from the Perris Monitoring Station, unless otherwise noted.

(1) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

\* Means there was insufficient data available to determine value.

(2) Data taken from the Lake Elsinore - W Flint Street Monitoring Station.

## AIR QUALITY STANDARDS

### Significance Thresholds

#### *Appendix G of the State CEQA Guidelines*

Appendix G of the State CEQA Guidelines states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to Appendix G, the project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct the implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the project are, therefore, evaluated according to thresholds developed by SCAQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below.<sup>2</sup> Therefore, the project would result in a potentially significant impact to air quality if it would:

AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan;

AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:

- Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds,
- Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:

- Exceed SCAQMD's localized significance thresholds,
- Cause or contribute to the formation of CO hotspots.
- Cause the emission of TACs

AIR-5: Create objectionable odors affecting a substantial number of people.

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<sup>2</sup> While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from industrial land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD.<sup>3</sup>

### **Regional Air Quality**

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the 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, the 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 South Coast 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 5.

### **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 South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significance Thresholds Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significance Thresholds Methodology found that the primary emissions of concern are NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Under the LST methodology, local air quality emissions from the project were analyzed using the SCAQMD's Mass Rate Localized Significance Thresholds Look-up Tables.

The significance thresholds for the local emissions of NO<sub>2</sub> and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significance Thresholds. Table 5 shows the ambient air quality standards for NO<sub>2</sub>, CO, and PM<sub>10</sub> and PM<sub>2.5</sub>.

### **Toxic Air Contaminants**

#### *Construction*

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the Project. According to the Office of Environmental Health Hazard Assessment (OEHHA)<sup>4</sup> and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),<sup>5</sup> health effects from TACs are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to

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<sup>3</sup> While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

<sup>4</sup> Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/crnrr/2015guidancemanual.pdf>.

<sup>5</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.



concentrations of TACs over a 30-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Additionally, the SCAQMD CEQA guidance does not require a HRA for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature (approximately 3 months). Thus, construction of the project would not result in a substantial, long-term (i.e., 30-year) source of TAC emissions. Nonetheless, a qualitative assessment of TAC emissions associated with short-term construction TAC emissions is provided in the analysis section below.

### *Operation*

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 hazardous air pollutants (HAP), 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 hazardous air pollutants 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 hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA). The CARB Air Quality and Land Use Handbook: A Community Health Perspective (2005) states that sensitive land uses should be avoided within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operation transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week.

The proposed project is a semi-truck trailer parking lot with 220 trailer parking spaces generating approximately 189 total daily truck trips.; however, the closest sensitive receptors are the existing single-family residential uses located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site. Therefore, as the closest sensitive receptor to the project is well over 1,000 feet from the site, an HRA was not conducted, and sensitive receptors would not be exposed to project-related toxic sources of air pollution.

### **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.

**Table 5  
SCAQMD Air Quality Significance Thresholds**

Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants, Odor and GHG Thresholds		
TACs	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO <sub>2</sub> e for industrial projects	
Ambient Air Quality Standards		
Pollutant	SCAQMD Standards	
NO <sub>2</sub> -1-hour average	0.18 ppm (338 $\mu\text{g}/\text{m}^3$ )	
PM10 -24-hour average		
Construction	10.4 $\mu\text{g}/\text{m}^3$	
Operations	2.5 $\mu\text{g}/\text{m}^3$	
PM2.5 -24-hour average		
Construction	10.4 $\mu\text{g}/\text{m}^3$	
Operations	2.5 $\mu\text{g}/\text{m}^3$	
SO <sub>2</sub>		
1-hour average	0.25 ppm	
24-hour average	0.04 ppm	
CO		
1-hour average	20 ppm (23,000 $\mu\text{g}/\text{m}^3$ )	
8-hour average	9 ppm (10,000 $\mu\text{g}/\text{m}^3$ )	
Lead		
30-day average	1.5 $\mu\text{g}/\text{m}^3$	
Rolling 3-month average	0.15 $\mu\text{g}/\text{m}^3$	
Quarterly average	1.5 $\mu\text{g}/\text{m}^3$	

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

## SHORT-TERM CONSTRUCTION EMISSIONS

Construction activities associated with the proposed project would have the potential to generate air emissions, TAC emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: grading of approximately 9.14 acres; paving of a parking lot with 220 trailer parking spaces; and application of architectural coatings (parking lot striping). See Appendix B for more details. No import or export of material is anticipated during grading.

The proposed project is anticipated to start construction no sooner than the beginning of November 2021 and being completed in January 2022. The project is anticipated to be operational in 2022.

### **Methodology**

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants. The construction-related regional air quality impacts have been analyzed for both criteria pollutants and GHGs.

Emissions are estimated using the CalEEMod (Version 2020.4.0) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by the SCAQMD.<sup>6</sup>

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the western portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck 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. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in Appendix B.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 9.14 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

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<sup>6</sup> South Coast Air Quality Management District, California Emissions Estimator Model, <http://www.aqmd.gov/caleemod/>.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures is used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 has been included in the CalEEMod modeling for the proposed project.

Per SCAQMD Rule 1113 as amended on February 5, 2016, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic (parking lot) coatings.

The phases of the construction activities which have been analyzed below for each phase are: (1) grading, (2) paving, and (3) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

### **Construction-Related Regional Impacts**

The construction-related criteria pollutant emissions for each phase are shown below in Table 6. Table 6 shows that none of the project's emissions will exceed regional thresholds. 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 South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from TACs; and from construction-related odor impacts.

#### *Local Air Quality Impacts from Construction*

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. The Appendix A Calculation Details for CalEEMod prepared by CAPCOA (October 2017) provides equipment-specific grading rates. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain the following parameters:

- (1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- (2) The maximum number of acres disturbed on the peak day.
- (3) Any emission control devices added onto off-road equipment.
- (4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B show the equipment used for this analysis.

As shown in Table 7, the maximum number of acres disturbed in a day would be 2.5 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significance Thresholds Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). 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. The emission thresholds were calculated based on the Perris Valley source receptor area (SRA) 24 and a disturbance value of two acres per

day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the project site are the existing single-family detached residential dwelling units located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site; therefore, to be conservative, the SCAQMD Look-up Tables for 200 meters were used. Table 8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

### **Construction-Related Human Health Impacts**

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

### **Construction-Related Toxic Air Contaminant Impacts**

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA)<sup>7</sup> and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),<sup>8</sup> health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 3 months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds and the nearest sensitive receptors to the project site are located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site.

The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

### **Construction-Related Odor Impacts**

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel

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<sup>7</sup> Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.

<sup>8</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.

exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors.

**Table 6  
Construction-Related Regional Pollutant Emissions**

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Grading	On-Site <sup>1</sup>	2.29	24.74	15.86	0.03	3.92	2.40
	Off-Site <sup>2</sup>	0.06	0.05	0.65	0.00	0.17	0.05
	Subtotal	2.35	24.78	16.51	0.03	4.09	2.45
Paving	On-Site <sup>1</sup>	2.33	12.92	14.65	0.02	0.68	0.62
	Off-Site <sup>2</sup>	0.06	0.05	0.65	0.00	0.17	0.05
	Subtotal	2.40	12.96	15.31	0.02	0.85	0.67
Architectural Coating	On-Site <sup>1</sup>	5.57	1.53	1.82	0.00	0.09	0.09
	Off-Site <sup>2</sup>	0.14	0.10	1.44	0.00	0.37	0.10
	Subtotal	5.72	1.63	3.26	0.01	0.46	0.19
<b>Total for overlapping phases<sup>3</sup></b>		<b>8.11</b>	<b>14.59</b>	<b>18.56</b>	<b>0.03</b>	<b>1.31</b>	<b>0.86</b>
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2020.4.0

- (1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- (2) Off-site emissions from equipment operated on public roads.
- (3) Painting and paving phases may overlap.

**Table 7  
Maximum Number of Acres Disturbed Per Day**

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors <sup>1</sup>	3	0.5	1.5
	<b>Phase Total</b>	<b>-</b>	<b>-</b>	<b>2.5</b>

Notes:

Source: California Air Pollution Control Officers Association (CAPCOA), Appendix A Calculation Details for CalEEMod prepared (October 2017).

(1) Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.



**Table 8  
Local Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	24.74	15.86	3.92	2.40
Paving	12.92	14.65	0.68	0.62
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds <sup>1</sup>	379	5,136	75	23
Exceeds Threshold?	No	No	No	No

Notes:

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 200 m, to be conservative, in SRA 24 Perris Valley.

(1) The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site; therefore, to be conservative, the 200 meter threshold was used.

Note: The project will disturb up to a maximum of 2.5 acres a day during grading (see Table 7).

## LONG-TERM OPERATIONAL EMISSIONS

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions 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 Air Quality Impacts**

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

#### *Operations-Related Criteria Pollutants Analysis*

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2022, which is the anticipated opening year for the proposed project. The operations daily emissions printouts from the CalEEMod model are provided in Appendix B. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

#### *Mobile Sources*

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Traffic Impact Assessment for the Heacock Logistics Parking Lot Project (Traffic Impact Assessment) prepared by Linscott Law & Greenspan Engineers (September 10, 2021) into the CalEEMod Model. The Traffic Impact Assessment found that the semi-truck trailer parking option of the proposed project would create approximately 213 vehicle trips per day (non-PCE) and 484 vehicle trips per day (PCE) with a trip generation rate of 0.86 trucks per trailer parking space per day.<sup>9</sup> The 213 trips (non-PCE) included 189 truck trips and 24 shuttle trips. Therefore, for use in the CalEEMod modeling, the trip generation rate was calculated to be 0.97 trips per space per day (utilizing the 213 total trips and 220 trailer parking spaces). The program then applies the emission factors for each trip which is provided by the EMFAC2017 model to determine the vehicular traffic pollutant emissions.

The Traffic Impact Assessment utilized traffic counts from a similar facility (CFL Trucking in the City of Jurupa Valley) to estimate the project trip generation for the semi-truck trailer parking lot. Appendix A of the Traffic Impact Assessment included the truck traffic counts from this similar facility. Therefore, these truck traffic counts were utilized to estimate the project's overall vehicle mix percentages. Using the traffic counts provided in the Traffic Assessment, of the 189 truck trips proposed by the project, 19% are to be 2-Axle Trucks, 33% are to be 3-Axle Trucks, and 48% are to be 4+ Axle Trucks. Therefore, as the project includes 24 shuttle trips and 189 truck trips, the vehicle mix was calculated to include 11.3% automobile round trips (shuttles), 17% 2-axle truck round trips, 29% 3-axle truck round trips, and 42.7% 4+ axle truck round trips (non-PCE).<sup>10</sup> The vehicle mix for the trailer parking lot was changed in CalEEMod to match the revised vehicle mix (see Table 9). CalEEMod default trip percentage were utilized in the analysis. and the percentages in CalEEMod were changed to 11.3% autos (shuttles) (C-NW) and 88.7% trucks (C-W) to match the overall vehicle percentages calculated from the Traffic Impact Assessment.

<sup>9</sup> The proposed parking lot being is to include 220 parking stalls (12' x 70') and up to two (2) regular parking stalls. The Traffic Impact Assessment analyzed two project options. Option 1 included the parking lot being designed for up to 220 semi-trucks and Option 2 included the parking lot being designed for up to 440 automobiles (two automobiles would be parked in each semi-truck parking stall).As the semi-truck trailer parking option (Option 1) generates more vehicle trips and represents a worst-case scenario, this option was utilized in this analysis.

<sup>10</sup> Per the project applicant, the shuttle trips are anticipated to be vans. Therefore, the shuttle trips were modeled as an automobile under vehicle categories LDT1 & LDT2.

### *Area Sources*

Per the CAPCOA Appendix A Calculation Details for CalEEMod, area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

### *Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

### *Project Impacts*

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 10. The results show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

### **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 South Coast 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 analysis analyzes the vehicular CO emissions, local impacts from on-site operations per SCAQMD LST methodology, and odor impacts.

#### *Local CO Emission 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 which were presented above.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran

Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Traffic Impact Assessment showed that the proposed project would generate a maximum of approximately 213 daily vehicle trips (non-PCE). The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the project traffic volume falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

#### *Local Air Quality Impacts from On-Site Operations*

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site 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 South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing single-family detached residential dwelling units located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. 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. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the Perris Valley source receptor area (SRA) 24 and as the site is 9.14 acres, used the screening thresholds for a five-acre project site.

Table 11 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the project-related new mobile sources.<sup>11</sup> The data provided in Table 11 shows that the on-going operations of the proposed project would not exceed SCAQMD local operational thresholds of significance discussed above. 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 Human Health Impacts**

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related

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<sup>11</sup> The project site is approximately 0.17 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/40th of the shortest CalEEMod default distance of 6.9 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project operation are not anticipated.

### **Operations-Related Odor Impacts**

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

**Table 9**  
**CalEEMod Revised Vehicle Mix Parameters**

CalEEMod Vehicle Type	Vehicle Mix from Traffic Analysis	CalEEMod Default Mix <sup>1</sup>		CalEEMod Revised Mix <sup>2</sup>	
		Ratio	Number of Vehicles	Ratio	Number of Vehicles
Light Auto	--	0.531	113	0.000	0
Light Truck < 3750 lbs	Automobile	0.056	12	0.028	6
Light Truck 3751-5750 lbs	Automobile	0.172	37	0.085	18
Med Truck 5751-8500 lbs	--	0.144	31	0.000	0
Lite-Heavy Truck 8501-10,000 lbs	2-Axle Truck	0.027	6	0.134	28
Lite-Heavy Truck 10,001-14,000 lbs	2-Axle Truck	0.007	2	0.036	8
Med-Heavy Truck 14,001-33,000 lbs	3-Axle Truck	0.012	3	0.290	62
Heavy-Heavy Truck 33,001-60,000 lbs	4+-Axle Truck	0.019	4	0.427	91
Other Bus	--	0.001	0	0.000	0
Urban Bus	--	0.000	0	0.000	0
Motorcycle	--	0.024	5	0.000	0
School Bus	--	0.001	0	0.000	0
Motor Home	--	0.006	1	0.000	0
<b>Total</b>		<b>1.0</b>	<b>213</b>	<b>1.0</b>	<b>213</b>

Notes:

- (1) Source: CalEEMod Version 2020.4.0 default values for Opening year of 2022.
- (2) Revised per the trip generation provided in the Traffic Impact Assessment for the Heacock Logistics Parking Lot Project (Linscott Law & Greenspan Engineers, September 10, 2021). The trip generation was estimated based on traffic counts conducted at a similar facility (CFL Trucking in Jurupa Valley). Therefore, the truck mix percentage for this analysis was estimated based on the traffic counts from that facility provided in Appendix A of the project's Traffic Impact Assessment. Using the traffic counts provided in the Traffic Assessment, of the 189 proposed truck trips 19% are to be 2-Axle Trucks, 33% are to be 3-Axle Trucks, and 48% are to be 4+ Axle Trucks. Therefore, as the project includes 24 shuttle trips and 189 truck trips, the vehicle mix was calculated to be 11.3% Autos (shuttles), 17% 2-Axle Trucks, 29% 3-Axle Trucks, and 42.7% 4+ Axle Trucks. Per the project applicant, the shuttles are anticipated to be vans. Therefore, the shuttle trips were modeled as an automobile under vehicle categories LDT1 & LDT2.

**Table 10  
Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources <sup>1</sup>	0.17	0.00	0.02	0.00	0.00	0.00
Energy Usage <sup>2</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Sources <sup>3</sup>	0.93	29.15	9.25	0.15	6.84	2.25
<b>Total Emissions</b>	<b>1.11</b>	<b>29.15</b>	<b>9.27</b>	<b>0.15</b>	<b>6.84</b>	<b>2.25</b>
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2020.4.0; the higher of either summer or winter emissions.

- (1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- (3) Mobile sources consist of emissions from vehicles and road dust.

**Table 11**  
**Local Operational Emissions at the Nearest Receptors**

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.00	0.02	0.00	0.00
Energy Usage <sup>3</sup>	0.00	0.00	0.00	0.00
Vehicle Emissions <sup>4</sup>	2.92	0.92	0.68	0.22
<b>Total Emissions</b>	<b>2.92</b>	<b>0.95</b>	<b>0.68</b>	<b>0.22</b>
SCAQMD Local Significance Thresholds <sup>5</sup>	488	6,860	23	8
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres, to be conservative.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 1,409 feet (~429 meters) southwest and 1,570 feet (~479 meters) south of the project site; therefore, to be conservative, the 200 meter threshold was used.



## CUMULATIVE AIR QUALITY IMPACTS

There are a number of cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality;<sup>12</sup> and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

### **Project Specific Impacts**

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the project, based on the magnitude of traffic the project is anticipated to create. Therefore, operation of the project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors. As a result, the project would result in a less than significant cumulative impact for operational emissions.

### **Air Quality Compliance**

The 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 General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency

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<sup>12</sup> South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, 1993, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

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 in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

#### *Criteria 1 – Increase in the Frequency or Severity of Violations*

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

#### *Criteria 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 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Moreno Valley Land Use Plan defines the assumptions that are represented in the AQMP.

The project site is designated as Parks/Open Space (OS) per the City's General Plan Update and zoned SP 208 CZ per the City's Zoning Map. SP 208 (Moreno Valley Industrial Area Plan) designates the site as Clear Zone (CZ) with land uses restricted to open space, agricultural, automobile parking, and roads. The project proposes to develop the site with up to 220 parking stalls (12' x 70') and up to two (2) regular parking stalls. The parking lot will be used for either up to 220 semi-trucks or up to 440 automobiles. Therefore, the proposed project would be consistent with the City's existing designations. Therefore, 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.

## 3. GLOBAL CLIMATE CHANGE ANALYSIS

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### EXISTING GREENHOUSE GAS ENVIRONMENT

Constituent gases of the Earth's atmosphere, called atmospheric GHGs, play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent GHGs contributing to this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide (N<sub>2</sub>O), 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 GHGs 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. Transportation is responsible for 41 percent of the State's GHG emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and nitrous oxide (NO<sub>x</sub>) are byproducts of fossil fuel combustion. Methane, a potent GHG, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the GHGs 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 (CO<sub>2</sub>)**

The natural production and absorption of CO<sub>2</sub> 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<sub>2</sub> 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 Fifth Assessment Report, 2014) Emissions of CO<sub>2</sub> from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO<sub>2</sub> emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

## **Methane (CH<sub>4</sub>)**

CH<sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO<sub>2</sub>. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO<sub>2</sub>, N<sub>2</sub>O, and Chlorofluorocarbons (CFCs)). CH<sub>4</sub> 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 (N<sub>2</sub>O)**

Concentrations of N<sub>2</sub>O 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<sub>2</sub>O 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. It 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 in race cars).

## **Chlorofluorocarbons (CFC)**

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) 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. It was 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 (HFC)**

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<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). 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 (PFC)**

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<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). Concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

## **Sulfur Hexafluoride (SF<sub>6</sub>)**

SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> has the highest global warming potential of any gas evaluated; 23,900 times that of CO<sub>2</sub>. 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.

## **Global Warming Potential**

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO<sub>2</sub>). The larger the GWP, the more that a given gas warms the Earth compared to CO<sub>2</sub> over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 12. As shown in Table 12, the global warming potential of GHGs ranges from 1 to 22,800.

**Table 12**  
**Global Warming Potentials and Atmospheric Lifetimes**

Gas	Atmospheric Lifetime	Global Warming Potential <sup>1</sup> (100 Year Horizon)
Carbon Dioxide (CO <sub>2</sub> )	∞ <sup>2</sup>	1
Methane (CH <sub>4</sub> )	12	28-36
Nitrous Oxide (N <sub>2</sub> O)	114	265-298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF <sub>3</sub> )	740	17,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	22,800

Notes:

Source: <http://www3.epa.gov/climatechange/ghgemissions/gases.html>

- (1) Compared to the same quantity of CO<sub>2</sub> emissions.
- (2) Carbon dioxide's lifetime is poorly defined because the gas is not destroyed over time, but instead moves among different parts of the ocean-atmosphere-land system. Some of the excess carbon dioxide will be absorbed quickly (for example, by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

## GREENHOUSE GAS STANDARDS AND REGULATION

### **International**

#### *Montreal Protocol*

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs.

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.

#### *The Paris Agreement*

The Paris Agreement became effective on November 4, 2016. Thirty days after this date at least 55 Parties to the United Nations Framework Convention on Climate Change (Convention), accounting in total for at least an estimated 55 % of the total global GHG emissions, had deposited their instruments of ratification, acceptance, approval or accession with the Depositary.

The Paris Agreement built upon the Convention and – for the first time – attempted to bring all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. As such, it charts a new course in the global climate effort.

The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. To reach these ambitious goals, appropriate financial flows, a new technology framework and an enhanced capacity building framework will be put in place, thus supporting action by developing countries and the most vulnerable countries, in line with their own national objectives. The Agreement also provides for enhanced transparency of action and support through a more robust transparency framework.

### **Federal**

The USEPA is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

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 GHGs, 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 CO<sub>2</sub> and other GHGs 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 will not themselves impose any requirements on industry or other entities. However, it is a prerequisite to finalizing the EPA's proposed GHG emission standards for light-duty vehicles, which were jointly proposed by the EPA and Department of Transportation on September 15, 2009.

#### *Clean Air Act*

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05-1120), the U.S. Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHGs. The court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

#### *Energy Independence Security Act*

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.



Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.<sup>13</sup>

#### *Executive Order 13432*

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Light-Duty Vehicle GHG and Corporate Average Fuel Economy Standards.

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)<sup>14</sup> and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO<sub>2</sub> per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO<sub>2</sub> per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.<sup>15</sup> In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

Issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and CO<sub>2</sub> standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO<sub>2</sub> standards for model year 2020 are 43.7 mpg and 204 grams of CO<sub>2</sub> per mile for passenger cars and 31.3 mpg and 284 grams of CO<sub>2</sub> per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. This Rule also excludes CO<sub>2</sub>-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.<sup>16</sup>

On May 12, 2021, the National Highway Traffic Safety Administration (NHTSA) published a [notice of proposed rulemaking](#) in the Federal Register, proposing to repeal "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program," published Sept. 27, 2019 (SAFE I Rule), in which NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposes to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document proposes to repeal and withdraw the interpretative statements made by the Agency in the SAFE I Rule preamble, including those

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<sup>13</sup> A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

<sup>14</sup> The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

<sup>15</sup> United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF>.

<sup>16</sup> National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks 2018. Available at: <https://www.gpo.gov/fdsys/pkg/FR-2018-08-24/pdf/2018-16820.pdf>.

regarding the preemption of particular state Greenhouse Gas (GHG) Emissions standards or Zero Emissions Vehicle (ZEV) mandates. As such, this document proposes to establish a clean slate with respect to NHTSA's regulations and interpretations concerning preemption under the Energy Policy and Conservation Act (EPCA).<sup>17</sup>

## **State of California**

### *California Air Resources Board*

CARB, a part of the CalEPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, the California Air Resources Board (CARB) adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions, which are listed below.

### *Assembly Bill 1493*

California Assembly Bill 1493 enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO<sub>2</sub> and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the "waiver" request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009. After adopting these initial greenhouse gas standards for passenger vehicles, CARB adopted continuing standards for future model years.

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<sup>17</sup> <https://www.federalregister.gov/documents/2021/05/12/2021-08758/corporate-average-fuel-economy-cafe-preemption>

### *Executive Order S-3-05*

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

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the 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.

### *Assembly Bill 32 (California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006)*

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub> and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

### *Senate Bill 32 and Assembly Bill 197*

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

### *Climate Change Scoping Plan (2008)*

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561 (h)). CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. The initial Scoping Plan was approved in 2008, and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.

As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was originally set at 427 MMTCO<sub>2</sub>e using the GWP values from the IPCC SAR. CARB also projected the state's 2020 GHG emissions under no-action-taken (NAT) conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 MMTCO<sub>2</sub>e (using GWP values from the IPCC SAR). Therefore, under the original projections, the state must reduce its 2020 NAT emissions by 28.4 percent in order to meet the 1990 target of 427 MMTCO<sub>2</sub>e.

### *First Update to the Climate Change Scoping Plan (2014)*

The First Update to the Scoping Plan was approved by CARB in May 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 MMTCO<sub>2e</sub>. CARB also updated the State's 2020 NAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were recently adopted for motor vehicles and renewable energy. CARB's projected statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 MMTCO<sub>2e</sub>.

### *2017 Climate Change Scoping Plan*

In response to the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017. The 2017 Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target of 40 percent below 1990 levels. The 2017 Scoping Plan also addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The 2017 Scoping Plan considered the Scoping Plan Scenario and four alternatives for achieving the required GHG reductions but ultimately selected the Scoping Plan Scenario.

CARB states that the Scoping Plan Scenario “is the best choice to achieve the State's climate and clean air goals.”<sup>18</sup> Under the Scoping Plan Scenario, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030. Implementing this Scoping Plan will ensure that California's climate actions continue to promote innovation, drive the generation of new jobs, and achieve continued reductions of smog and air toxics. The ambitious approach draws on a decade of successful programs that address the major sources of climate-changing gases in every sector of the economy:

- **More Clean Cars and Trucks:** The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- **Increased Renewable Energy:** California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- **Slashing Super-Pollutants:** The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- **Cleaner Industry and Electricity:** California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- **Cleaner Fuels:** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- **Smart Community Planning:** Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- **Improved Agriculture and Forests:** The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

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<sup>18</sup> California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf)

The 2017 Scoping Plan also evaluates reductions of smog-causing pollutants through California's climate programs.

*SB 32, Pavley. California Global Warming Solutions Act of 2006*

- (1) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.
- (2) This bill would become operative only if AB 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. AB 197 requires that the California Air Resources Board, which directs implementation of emission-reduction programs, should target direct reductions at both stationary and mobile sources. AB 197 of the 2015-2016 Regular Session was approved on September 8, 2016.

*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 Order also directs the 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.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard and began implementation on January 1, 2011. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

The LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are "back-loaded", with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume 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 as appropriate. 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 for the low carbon fuel standard.

### *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 the 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 address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate 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 greenhouse gas 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 greenhouse gas 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 (EIRs) must specifically consider a project's energy use and energy efficiency potential.

### *Senate Bill 100*

Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

### *Senate Bill 375*

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). The CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. The CARB is also charged with reviewing each MPO's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the SCAG jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by the CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. These reduction targets became effective October 2018.

### *Senate Bill X7-7*

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition, SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

### *Assembly Bill 939 and Senate Bill 1374*

Assembly Bill 939 (AB 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.

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

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. CalEEMod modeling defaults to 2008 standards. 2013 Standards were approved and have been effective since July 1, 2014. 2016 Standards were adopted January 1, 2017. 2019 standards were published July 1, 2019 and became effective January 1, 2020. All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards.

Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

Per Section 100 Scope, the 2019 Title 24, Part 6 Building Code now requires healthcare facilities, such as assisted living facilities, hospitals, and nursing homes, to meet documentation requirements of Title 24, Part 1 Chapter 7 – Safety Standards for Health Facilities. A healthcare facility is defined as any building or portion thereof licensed pursuant to California Health and Safety Code Division 2, Chapter 1, Section 1204 or Chapter 2, Section 1250.

Section 120.1 Ventilation and Indoor Air Quality included both additions and revisions in the 2019 Code. This section now requires nonresidential and hotel/motel buildings to have air filtration systems that use forced air ducts to supply air to occupiable spaces to have air filters. Further, the air filter efficiency must be either MERV 13 or use a particle size efficiency rating specific in the Energy Code AND be equipped with air filters with a minimum 2-inch depth or minimum 1-inch depth if sized according to the equation 120.1-A. If natural ventilation is to be used the space must also use mechanical unless ventilation openings are either permanently open or controlled to stay open during occupied times. The 2019 version of the Code also completely revised the minimum ventilation requirements including DVC airflow rates within Section 120.1 Table 120.1-A. Table 120.1-A now includes air classification and recirculation limitations, these are based on either the number of occupants or the CFM/ft<sup>2</sup> (cubic feet per minute per square foot), whichever is greater.

Section 120.1 Ventilation and Indoor Air Quality also included additions for high-rise residential buildings. Requirements include that mechanical systems must provide air filters that and that air filters must be MERV 13 or use a particle size efficiency rating specified in the Energy Code. Window operation is no longer a method allowed to meet ventilation requirements, continuous operation of central forced air system handlers used in central fan integrated ventilation system is not a permissible method of providing the dwelling unit ventilation airflow, and central ventilation systems that serve multiple dwelling units must be balanced to provide ventilation airflow to each dwelling unit. In addition, requirements for kitchen range hoods were also provided in the updated Section 120.1.

Per Section 120.1(a) healthcare facilities must be ventilated in accordance with Chapter 4 of the California Mechanical Code and are NOT required to meet the ventilations requirements of Title 24, Part 6.

Section 140.4 Space Conditioning Systems included both additions and revisions within the 2019 Code. The changes provided new requirements for cooling tower efficiency, new chilled water-cooling system requirements, as well as new formulas for calculating allowed fan power. Section 140.4(n) also provide a new exception for mechanical system shut-offs for high-rise multifamily dwelling units, while Section 140.4(o) added new requirements for conditioned supply air being delivered to space with mechanical exhaust.

Section 120.6 Covered Processes added information in regards to adiabatic chiller requirements that included that all condenser fans for air-cooled converseness, evaporative-cooled condensers, adiabatic condensers, gas coolers, air or water fluid coolers or cooling towers must be continuously variable speed, with the speed of all fans serving a common condenser high side controlled in unison .Further, the mid-condensing setpoint must be 70 degrees Fahrenheit for all of the above mentioned systems.

New regulations were also adopted under Section 130.1 Indoor Lighting Controls. These included new exceptions being added for restrooms, the exception for classrooms being removed, as well as exceptions in regard to sunlight provided through skylights and overhangs.

Section 130.2 Outdoor Lighting Controls and Equipment added automatic scheduling controls which included that outdoor lighting power must be reduced by 50 to 90 percent, turn the lighting off during unoccupied times and have at least two scheduling options for each luminaire independent from each other and with a 2-hour override function. Furthermore, motion sensing controls must have the ability to reduce power within 15 minutes of area being vacant and be able to come back on again when occupied. An exception allows for lighting subject to a health or life safety statute, ordinance, or regulation may have a minimum time-out period



longer than 15 minutes or a minimum dimming level above 50% when necessary to comply with the applicable law.

*California Code of Regulations (CCR) Title 24, Part 11 (California Green Building Standards)*

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations requiring recycling areas for multifamily projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

HCD updated the reference to Clean Air Standards of the USEPA applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement provides clarity to the code user and is consistent with the USEPA's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

2019 CALGreen Code: During the 2019-2020 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle.

HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff pre-project hydrology) with installation of postconstruction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resource's' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

#### *Executive Order B-30-15*

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

#### *Executive Order B-29-15*

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. EO B-29-15 signed into law on April 1, 2015.

#### *Executive Order B-37-16*

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in EO B-29-15.

#### *Executive Order N-79-20*

Executive Order N-79-20 was signed into law on September 23, 2020 and mandates 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the state be zero-emission vehicles by 2045 for all operations where feasible and by 2035 for

drayage trucks; and to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

#### SBX1 2

Signed into law in April 2011, SBX1 2, requires one-third of the State's electricity to come from renewable sources. The legislation increases California's current 20 percent renewables portfolio standard target in 2010 to a 33 percent renewables portfolio standard by December 31, 2020.

#### Senate Bill 350

Signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

#### Energy Sector and CEQA Guidelines Appendix F

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2016 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The major efficiency improvements to the residential Standards involve improvements for attics, walls, water heating, and lighting, whereas the major efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards. Furthermore, the 2016 update required that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.<sup>19</sup>

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."<sup>20</sup> As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential and nonresidential uses; the new measures took effect on January 1, 2020.

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<sup>19</sup> California Energy Commission, 2016 Building Energy Efficiency Standards, June 2015, <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>

<sup>20</sup> California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

## **Regional – South Coast Air Quality Management District**

The project is within the South Coast Air Basin, which is under the jurisdiction of SCAQMD.

### *SCAQMD Regulation XXVII, Climate Change*

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for GHG emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

A variety of agencies have developed GHG emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of the SCAQMD remain in flux. The CAPCOA explored a variety of threshold approaches but did not recommend one approach (2008). The ARB recommended approaches for setting interim significance thresholds (California Air Resources Board 2008b), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO<sub>2</sub>e per year would be less than significant; however, the ARB has not approved those thresholds and has not published anything since then. The SCAQMD is in the process of developing thresholds, as discussed below.

### *SCAQMD Threshold Development*

On December 5, 2008, the SCAQMD Governing Board adopted an interim GHG significance threshold for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD permit threshold). The SCAQMD permit threshold consists of five tiers. However, the SCAQMD is not the lead agency for this project. Therefore, the five permit threshold tiers do not apply to the proposed project.

The SCAQMD is in the process of preparing recommended significance thresholds for GHGs for local lead agency consideration ("SCAQMD draft local agency threshold"); however, the SCAQMD Board has not approved the thresholds as of the date of the Notice of Preparation. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO<sub>2</sub>e per year
  - Based on land use type: residential: 3,500 MTCO<sub>2</sub>e per year; commercial: 1,400 MTCO<sub>2</sub>e per year; or mixed use: 3,000 MTCO<sub>2</sub>e per year.
  - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO<sub>2</sub>e per year.
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.

- Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
- Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;
- Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 MMTCO<sub>2</sub>eq/year). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to BACT for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

#### *SCAQMD Working Group*

Since neither the 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 provides a quantitative annual threshold of 10,000 MTCO<sub>2</sub>e for industrial uses.

In order to assist local agencies with direction on GHG emissions, the SCAQMD adopted Rules 2700, 2701, 2702, and 3002 which are described below.

#### *SCAQMD Rules 2700 and 2701*

The SCAQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII – Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the district. Approved protocols include forest projects, urban tree planting, and manure management. The SCAQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the SCAQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions. Upon approval of the Plan, the Executive Officer issues required to issue a certified receipt of the GHG emission reductions within 90 days.

## SCAQMD Rule 2702

The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a federal cap and trade program.

## SCAQMD Rule 3002

The SCAQMD amended Rule 3002 on November 5, 2010 to include facilities that emit greater than 100,000 tons per year of CO<sub>2</sub>e are required to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

### **Local – City of Moreno Valley**

The City of Moreno Valley has adopted the City of Moreno Valley Energy Efficiency and Climate Action Strategy (October 9, 2012), which, along with the City of Moreno Valley Greenhouse Gas Analysis (February 2012) detail potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The Greenhouse Gas Analysis develops a target of a 15 percent decrease in GHG emissions over 2007 levels by 2020. The Greenhouse Gas Analysis has been prepared to assist the City in conforming to the GHG emissions reductions as mandated under AB 32. Consistent with the CARB Scoping Plan, the City of Moreno Valley has chosen a reduction target of 15 percent below 2007 GHG emissions levels by 2020.

The reduction policies in the Energy Efficiency and Climate Action Strategy include:

- R2-T1:** Land Use Based Trips and VMT Reduction Policies. Encourage the development of Transit Priority Projects along High-Quality Transit Corridors identified in the SCAG Sustainable Communities Plan, to allow a reduction in vehicle miles traveled.
- R2-T3:** Employment-Based Trip Reductions. Require a Transportation Demand Management (TDM) program for new development to reduce automobile travel by encouraging ride-sharing, carpooling, and alternative modes of transportation.
- R2-E1:** New Construction Residential Energy Efficiency Requirements. Require energy efficient design for all new residential buildings to be 10% beyond the current Title 24 standards.
- R2-E2:** New Construction Residential Renewable Energy. Facilitate the use of renewable energy (such as solar [photovoltaic] panels or small wind turbines) for new residential developments. Alternative approach would be the purchase of renewable energy resources off-site.
- R2-E5:** New Construction Commercial Energy Efficiency Requirements. Require energy efficient design for all new commercial buildings to be 10% beyond the current Title 24 standards. (Reach Code).
- R3-E1:** Energy Efficient Development, and Renewable Energy Deployment Facilitation and Streamlining. Updating of codes and zoning requirements and guidelines to further implement green building practices. This could include incentives for energy efficient projects.

- R3-L2:** Heat Island Plan. Develop measures that address “heat islands.” Potential measures include using strategically placed shade trees, using paving materials with a Solar Reflective Index of at least 29, an open grid pavement system, or covered parking.
- R2-W1:** Water Use Reduction Initiative. Consider adopting a per capita water use reduction goal which mandates the reduction of water use of 20 percent per capita with requirements applicable to new development and with cooperative support of the water agencies.
- R3-W1:** Water Efficiency Training and Education. Work with EMWD and local water companies to implement a public information and education program that promotes water conservation.
- R2-S1:** City Diversion Program. This measure sets a target for the City to increase the waste diverted from landfills to 75% by 2020.

With regards to reducing GHG emissions, the City has identified the following achievement goals within the Greenhouse Gas Analysis:

- Provide a list of specific measures that will reduce GHG emissions from community sources and municipal operations.
- Reduce emissions attributable to Moreno Valley to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32.

Furthermore, on March 30, 2021 the City released the City of Moreno Valley Climate Action Plan Screencheck Draft. The Draft Moreno Valley Climate Action Plan (CAP) has been designed to reinforce the City’s commitment to reducing greenhouse gas (GHG) emissions and demonstrate how the City will comply with State of California’s GHG emission reduction standards. The CAP reflects guidelines established in the 2017 Scoping Plan prepared by the California Air Resources Board (CARB). The GHG emission targets proposed for the Moreno Valley CAP are based on the goals established by EO S-3-15 and SB 32, following the CAP guidelines established in the 2017 Scoping Plan. The horizon year for analysis in the proposed Moreno Valley CAP is 2040, corresponding with the General Plan update horizon. The proposed 2040 target of four MTCO<sub>2e</sub> per capita per year is determined using a linear trajectory in emissions reduction between 2030 and 2050.

## SIGNIFICANCE THRESHOLDS

### Appendix G of State CEQA Guidelines

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

- The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions<sup>21</sup>.

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<sup>21</sup> The Governor’s Office of Planning and Research recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project’s incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

## **Thresholds of Significance for this Project**

To determine whether the project's GHG emissions are significant, this analysis uses the SCAQMD screening threshold of 10,000 MTCO<sub>2</sub>e per year for industrial uses.

## **METHODOLOGY**

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the project impacts.

CalEEMod Version 2020.4.0 was used to calculate the GHG emissions from the proposed project. The CalEEMod Annual Output for year 2022 is available in Appendix C. Each source of GHG emissions is described in greater detail below.

### *Area Sources*

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

### *Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

### *Mobile Sources*

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Traffic Impact Assessment into the CalEEMod Model. The program then applies the emission factors for each trip which is provided by the EMFAC2017 model to determine the vehicular traffic pollutant emissions. See Section 2 for details.

### *Waste*

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. AB 341 requires that 75 percent of waste be diverted from landfills by 2020, reductions for this are shown in the mitigated CalEEMod output values. No other changes were made to the default waste parameters.

### *Water*

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. No changes were made to the default water usage parameters.

### *Construction*

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod and in the manner detailed above in Section 2.



## PROJECT GREENHOUSE GAS EMISSIONS

The GHG emissions have been calculated based on the parameters described above. A summary of the results is shown below in Table 13 and the CalEEMod Model run for the proposed project is provided in Appendix C. Table 13 shows that the total for the proposed project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 2,761.64 MTCO<sub>2</sub>e per year. According to the thresholds of significance established above, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the SCAQMD industrial threshold of 10,000 MTCO<sub>2</sub>e per year. Therefore, as the total emissions for the proposed project would not exceed the screening threshold of 3,000 MTCO<sub>2</sub>e per year, operation of the proposed project would not create a significant cumulative impact to global climate change. No mitigation is required.

**Table 13**  
**Project-Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>1</sup>	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage <sup>2</sup>	0.00	25.78	25.78	0.00	0.00	25.90
Mobile Sources <sup>3</sup>	0.00	2,625.73	2,625.73	0.03	0.36	2,733.92
Waste <sup>4</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Water <sup>5</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Construction <sup>6</sup>	0.00	1.81	1.81	0.00	0.00	1.82
<b>Total Emissions</b>	<b>0.00</b>	<b>2,653.32</b>	<b>2,653.32</b>	<b>0.03</b>	<b>0.36</b>	<b>2,761.64</b>
SCAQMD Draft Screening Threshold for industrial uses						10,000
Exceeds Threshold?						No

Notes:

Source: CalEEMod Version 2020.4.0 for Opening Year 2022.

- (1) Area sources consist of GHG emissions from landscape equipment.
- (2) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (3) Mobile sources consist of GHG emissions from vehicles.
- (4) Solid waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.
- (5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (6) Construction GHG emissions CO<sub>2</sub>e based on a 30 year amortization rate.

## CONSISTENCY WITH APPLICABLE GREENHOUSE GAS REDUCTION PLANS AND POLICIES

The proposed project could have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The applicable plans for the proposed project are the City of Moreno Valley Greenhouse Gas Analysis (adopted February 2012), the City of Moreno Valley Energy Efficiency and Climate Action Strategy (adopted October 2012), and the City of Moreno Valley Climate Action Plan Screencheck Draft (CAP). The City of Moreno Valley adopted the City of Moreno Valley Greenhouse Gas Analysis and the City of Moreno Valley Energy Efficiency and Climate Action Strategy in order to assist the City in conforming to the GHG emissions reductions as mandated under AB 32. The City's CAP has not yet been fully adopted. Therefore, to determine consistency with applicable greenhouse gas plans, as the City's CAP targets are based on EO S-3-15, SB 32, and CARB's 2017 California Climate Change Scoping Plan the project's emission have been compared to SB-32 and the CARB Scoping Plan.

### *City of Moreno Valley CAP*

As stated above, the final adoption of the Moreno Valley CAP 2040 target was selected based on EO S-3-15 and SB 32 following the CAP guidelines established in the 2017 Scoping Plan. The Scoping Plan, designed to implement the State's not-to-exceed GHG emission targets set in Executive Order S-3-15 and Senate Bill 32, recommends that local governments target 6.0 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>e) per capita per year in 2030 and 2.0 MTCO<sub>2</sub>e per capita per year in 2050 in their CAPs. The CAP's proposed 2040 target of 4.0 MTCO<sub>2</sub>e per capita per year is determined using a linear trajectory in emissions reduction between 2030 and 2050. Therefore, the project's emissions have been compared to SB-32 and the CARB Scoping Plan, see below.

### *SB-32*

As stated previously, the SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, 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.

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 was phased in starting in 2012. Therefore, as the project's emissions meet the SCAQMD threshold of 10,000 MTCO<sub>2</sub>e per year for all land use types (in compliance with Executive Order S-3-05), the project's emissions also comply with the goals of AB 32. Additionally, as the project meets the current interim emissions targets/thresholds established by the SCAQMD, the project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the project will be required to comply with these regulations as they come into effect.

### *Scoping Plan*

Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth's atmosphere. However, California's actions set an example and drive progress towards a reduction in greenhouse gases elsewhere. If other states and countries were to follow California's emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 14. As shown in Table 14, the project is consistent with the applicable strategies and would result in a less than significant impact.

At a level of 2,761.64 MTCO<sub>2</sub>e per year, the project's GHG emissions do not exceed the SCAQMD industrial threshold of 10,000 MTCO<sub>2</sub>e per year and would be in compliance with the reduction goals of the City of Moreno Valley Energy Efficiency and Climate Action Strategy, City of Moreno Valley CAP, AB-32 and SB-32. Furthermore, the project will comply with applicable Green Building Standards and City of Moreno Valley's policies regarding sustainability (as dictated by the City's General Plan and Energy Efficiency and Climate Action Strategy). Impacts are considered to be less than significant.

**Table 14  
Project Consistency with CARB Scoping Plan Policies and Measures**

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	No conflict. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	No conflict. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	No conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	No conflict. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	No conflict. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as any City recycling and waste reduction programs, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	No conflict. The project will comply with all applicable City ordinances and CAL Green requirements.

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	No conflict. These are CARB enforced standards; vehicles that access the project (that are required to comply with the standards) will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	No conflict. The project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	No conflict. The project will be required to comply with City programs, such as any City recycling and waste reduction programs, which will comply with the 75 percent reduction required by 2020 per AB 341.

Notes:

(1) Source: CARB Scoping Plan (2008 and 2017)

## CUMULATIVE GREENHOUSE GAS IMPACTS

Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, “GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.”<sup>22</sup> The resultant consequences of that climate change can cause adverse environmental effects. A project’s GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with CEQA Guidelines Section 15064h(3),<sup>23</sup> the City, as lead agency, has determined that the project’s contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed in the Consistency With Applicable Greenhouse Gas Reduction Plans and Policies section above, the project is consistent with the City of Moreno Valley Energy Efficiency and Climate Action Strategy and the City of Moreno Valley CAP.

Thus, given the project’s consistency with the City of Moreno Valley Energy Efficiency and Climate Action Strategy, City of Moreno Valley CAP, and SCAQMD’s 10,000 MTCO<sub>2</sub>e per year threshold for industrial uses, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Given this consistency, it is concluded that the project’s incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

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<sup>22</sup> Source: California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).

<sup>23</sup> The State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per State CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions.”

## 4. EMISSIONS REDUCTION MEASURES

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### CONSTRUCTION MEASURES

*Adherence to SCAQMD Rule 403 is required.*

No construction mitigation is required.

### OPERATIONAL MEASURES

No operational measures are required.

## 5. REFERENCES

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### **California Air Resources Board**

- 2008 Resolution 08-43
- 2008 Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act
- 2008 Climate Change Scoping Plan, a framework for change.
- 2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document
- 2013 Almanac of Emissions and Air Quality.  
Source: <https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm>
- 2014 First Update to the Climate Change Scoping Plan, Building on the Framework Pursuant to AB32, the California Global Warming Solutions Act of 2006. May.
- 2017 California's 2017 Climate Change Scoping Plan. November.
- 2021 Historical Air Quality, Top 4 Summary

### **City of Moreno Valley**

- 2006 City of Moreno Valley General Plan. July 11.
- 2012 City of Moreno Valley Energy Efficiency and Climate Action Strategy. October.

### **Governor's Office of Planning and Research**

- 2008 CEQA and Climate: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review
- 2018 CEQA Guideline Sections to be Added or Amended

### **Intergovernmental Panel on Climate Change (IPCC)**

- 2014 IPCC Fifth Assessment Report, Climate Change 2014: Synthesis Report

### **Linscott Law & Greenspan Engineers**

- 2021 Traffic Impact Assessment for the Heacock Logistics Parking Lot Project. September 10.

### **Office of Environmental Health Hazard Assessment**

- 2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

### **South Coast Air Quality Management District**

- 1993 CEQA Air Quality Handbook
- 2005 Rule 403 Fugitive Dust



- 2007 2007 Air Quality Management Plan
- 2008 Final Localized Significance Threshold Methodology, Revised
- 2012 Final 2012 Air Quality Management Plan
- 2016 2016 Air Quality Management Plan
- 2021 Historical Data by Year. 2013, 2014 and 2015 Air Quality Data Tables.  
Source: <http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>

**Southern California Association of Governments**

- 2020 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

**U.S. Environmental Protection Agency (EPA)**

- 2017 Understanding Global Warming Potentials  
(Source: <https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>)

**U.S. Geological Survey**

- 2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

## APPENDICES

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Appendix A Glossary

Appendix B CalEEMod Model Daily Emissions Printouts

Appendix C CalEEMod Model Annual Emissions Printouts

## **APPENDIX A**

### **GLOSSARY**

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH <sub>4</sub>	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CO <sub>2</sub> e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significance Thresholds
MTCO <sub>2</sub> e	Metric tons of carbon dioxide equivalent
MMTCO <sub>2</sub> e	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO <sub>x</sub>	Nitrogen Oxides
NO <sub>2</sub>	Nitrogen dioxide
N <sub>2</sub> O	Nitrous oxide
O <sub>3</sub>	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM <sub>10</sub>	Particles that are less than 10 micrometers in diameter
PM <sub>2.5</sub>	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SANBAG	San Bernardino Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SSAB	Salton Sea Air Basin
SF <sub>6</sub>	Sulfur hexafluoride
SIP	State Implementation Plan
SO <sub>x</sub>	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

## **APPENDIX B**

### **CALEEMOD MODEL DAILY EMISSIONS PRINTOUTS**

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**19426 Heacock Logistics Trailer Parking Lot Project**

**Riverside-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,813.84	0
Parking Lot	220.00	Space	8.23	358,325.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Statewide Average				
<b>CO2 Intensity (lb/MWhr)</b>	453.21	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - The project site is in the Moreno Valley Electric Utility service area; however, this is not an option in CalEEMod. The statewide average was used for the electric utility company.

Land Use - ~9.14 net ac w/ a trailer prkng lot w/ 220 trailer prkng spcs. Lanscaping to be minimal, assumed ~10% site (0.914 ac) landcaping/hardscape. Rmndr site paving of parking lot (includes ~2 auto spaces).

Construction Phase - Construction to begin early November 2021 & be completed January 2022. Site vacant no demo/site prep & only proposed parking lot (no building construction). CalEEMod default timeline for grading/paving/AC.

Grading - Per grading plans, site anticipated to balance.

Vehicle Trips - 213 trips (trucks & shuttles). 213/220trailer spc = 0.97trips/spc. 92/3/5 P/PB/D trips due to CalEEMod defaults similar projects. % changed to 11.3% autos-shuttles (C-NW) & 88.7% trucks (C-W). C-W trip length increased to 40 miles.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Water Mitigation -

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

Fleet Mix - Revised Fleet Mix per use of data in the Traffic Impact Assessment. Revised mix of 11.3% atuos-shuttles (LDT1/LDT2), 17% 2-Axle Trucks, 29% 3-Axle Trucks, & 42.7% 4+ Axle Trucks.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.02	0.43
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDT1	0.06	0.03
tblFleetMix	LDT2	0.17	0.09
tblFleetMix	LHD1	0.03	0.13
tblFleetMix	LHD2	7.4220e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.29
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblLandUse	LandUseSquareFeet	39,639.60	39,813.84
tblLandUse	LandUseSquareFeet	88,000.00	358,325.00
tblLandUse	LotAcreage	1.98	8.23
tblVehicleTrips	CNW_TTP	0.00	11.30
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	CW_TTP	0.00	88.70
tblVehicleTrips	DV_TP	0.00	3.00
tblVehicleTrips	PB_TP	0.00	5.00
tblVehicleTrips	PR_TP	0.00	92.00
tblVehicleTrips	ST_TR	0.00	0.97
tblVehicleTrips	SU_TR	0.00	0.97
tblVehicleTrips	WD_TR	0.00 ApX - 6	0.97

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.8957	24.7802	16.5112	0.0312	7.2503	1.1608	8.4111	3.4692	1.0679	4.5372	0.0000	3,031.2959	3,031.2959	0.9331	9.1300e-003	3,055.8607
2022	5.8706	1.4928	3.1292	6.3200e-003	0.3689	0.0836	0.4524	0.0978	0.0834	0.1812	0.0000	622.5160	622.5160	0.0268	8.3900e-003	625.6851
<b>Maximum</b>	<b>5.8957</b>	<b>24.7802</b>	<b>16.5112</b>	<b>0.0312</b>	<b>7.2503</b>	<b>1.1608</b>	<b>8.4111</b>	<b>3.4692</b>	<b>1.0679</b>	<b>4.5372</b>	<b>0.0000</b>	<b>3,031.2959</b>	<b>3,031.2959</b>	<b>0.9331</b>	<b>9.1300e-003</b>	<b>3,055.8607</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.8957	24.7802	16.5112	0.0312	2.9299	1.1608	4.0907	1.3801	1.0679	2.4481	0.0000	3,031.2959	3,031.2959	0.9331	9.1300e-003	3,055.8607
2022	5.8706	1.4928	3.1292	6.3200e-003	0.3689	0.0836	0.4524	0.0978	0.0834	0.1812	0.0000	622.5160	622.5160	0.0268	8.3900e-003	625.6851
<b>Maximum</b>	<b>5.8957</b>	<b>24.7802</b>	<b>16.5112</b>	<b>0.0312</b>	<b>2.9299</b>	<b>1.1608</b>	<b>4.0907</b>	<b>1.3801</b>	<b>1.0679</b>	<b>2.4481</b>	<b>0.0000</b>	<b>3,031.2959</b>	<b>3,031.2959</b>	<b>0.9331</b>	<b>9.1300e-003</b>	<b>3,055.8607</b>



19426 Heacock Logistics Trailer Parking Lot Project - 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
Percent Reduction	0.00	0.00	0.00	0.00	56.70	0.00	48.74	58.57	0.00	44.28	0.00	0.00	0.00	0.00	0.00	0.00

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

**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	lb/day										lb/day					
Area	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.9325	29.1542	9.2486	0.1511	6.3715	0.4658	6.8373	1.8015	0.4455	2.2470		15,962.3199	15,962.3199	0.1662	2.1843	16,617.4042
<b>Total</b>	<b>1.1060</b>	<b>29.1544</b>	<b>9.2712</b>	<b>0.1511</b>	<b>6.3715</b>	<b>0.4659</b>	<b>6.8374</b>	<b>1.8015</b>	<b>0.4456</b>	<b>2.2471</b>		<b>15,962.3683</b>	<b>15,962.3683</b>	<b>0.1663</b>	<b>2.1843</b>	<b>16,617.4558</b>

**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	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.9325	29.1542	9.2486	0.1511	6.3715	0.4658	6.8373	1.8015	0.4455	2.2470		15,962.3199	15,962.3199	0.1662	2.1843	16,617.4042
<b>Total</b>	<b>1.1060</b>	<b>29.1544</b>	<b>9.2712</b>	<b>0.1511</b>	<b>6.3715</b>	<b>0.4659</b>	<b>6.8374</b>	<b>1.8015</b>	<b>0.4456</b>	<b>2.2471</b>		<b>15,962.3683</b>	<b>15,962.3683</b>	<b>0.1663</b>	<b>2.1843</b>	<b>16,617.4558</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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
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	Grading	Grading	11/1/2021	11/26/2021	5	20	
2	Paving	Paving	11/27/2021	12/24/2021	5	20	
3	Architectural Coating	Architectural Coating	12/25/2021	1/21/2022	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 20**

**Acres of Paving: 9.14**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,888 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**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
Grading	6	15.00	0.00	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	33.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>7.0826</b>	<b>1.1599</b>	<b>8.2425</b>	<b>3.4247</b>	<b>1.0671</b>	<b>4.4919</b>		<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**3.2 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0640	0.0435	0.6537	1.5700e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		159.3674	159.3674	4.2900e-003	4.1500e-003	160.7112
<b>Total</b>	<b>0.0640</b>	<b>0.0435</b>	<b>0.6537</b>	<b>1.5700e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>159.3674</b>	<b>159.3674</b>	<b>4.2900e-003</b>	<b>4.1500e-003</b>	<b>160.7112</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>2.7622</b>	<b>1.1599</b>	<b>3.9221</b>	<b>1.3357</b>	<b>1.0671</b>	<b>2.4028</b>	<b>0.0000</b>	<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**3.2 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0640	0.0435	0.6537	1.5700e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		159.3674	159.3674	4.2900e-003	4.1500e-003	160.7112
<b>Total</b>	<b>0.0640</b>	<b>0.0435</b>	<b>0.6537</b>	<b>1.5700e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>159.3674</b>	<b>159.3674</b>	<b>4.2900e-003</b>	<b>4.1500e-003</b>	<b>160.7112</b>

**3.3 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	1.0781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.3337</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**3.3 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0640	0.0435	0.6537	1.5700e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		159.3674	159.3674	4.2900e-003	4.1500e-003	160.7112
<b>Total</b>	<b>0.0640</b>	<b>0.0435</b>	<b>0.6537</b>	<b>1.5700e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>159.3674</b>	<b>159.3674</b>	<b>4.2900e-003</b>	<b>4.1500e-003</b>	<b>160.7112</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	1.0781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.3337</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**3.3 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0640	0.0435	0.6537	1.5700e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		159.3674	159.3674	4.2900e-003	4.1500e-003	160.7112
<b>Total</b>	<b>0.0640</b>	<b>0.0435</b>	<b>0.6537</b>	<b>1.5700e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>159.3674</b>	<b>159.3674</b>	<b>4.2900e-003</b>	<b>4.1500e-003</b>	<b>160.7112</b>

**3.4 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.7549</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>



19426 Heacock Logistics Trailer Parking Lot Project - 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 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.1407	0.0957	1.4381	3.4600e-003	0.3689	1.9600e-003	0.3708	0.0978	1.8100e-003	0.0996		350.6084	350.6084	9.4300e-003	9.1300e-003	353.5646
<b>Total</b>	<b>0.1407</b>	<b>0.0957</b>	<b>1.4381</b>	<b>3.4600e-003</b>	<b>0.3689</b>	<b>1.9600e-003</b>	<b>0.3708</b>	<b>0.0978</b>	<b>1.8100e-003</b>	<b>0.0996</b>		<b>350.6084</b>	<b>350.6084</b>	<b>9.4300e-003</b>	<b>9.1300e-003</b>	<b>353.5646</b>

**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	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.7549</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.1407	0.0957	1.4381	3.4600e-003	0.3689	1.9600e-003	0.3708	0.0978	1.8100e-003	0.0996		350.6084	350.6084	9.4300e-003	9.1300e-003	353.5646
<b>Total</b>	<b>0.1407</b>	<b>0.0957</b>	<b>1.4381</b>	<b>3.4600e-003</b>	<b>0.3689</b>	<b>1.9600e-003</b>	<b>0.3708</b>	<b>0.0978</b>	<b>1.8100e-003</b>	<b>0.0996</b>		<b>350.6084</b>	<b>350.6084</b>	<b>9.4300e-003</b>	<b>9.1300e-003</b>	<b>353.5646</b>

**3.4 Architectural Coating - 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					
Archit. Coating	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>5.7406</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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 Architectural Coating - 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	0.0000	0.0000	0.0000	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	0.1301	0.0843	1.3156	3.3500e-003	0.3689	1.8400e-003	0.3707	0.0978	1.6900e-003	0.0995		341.0679	341.0679	8.4500e-003	8.3900e-003	343.7789
<b>Total</b>	<b>0.1301</b>	<b>0.0843</b>	<b>1.3156</b>	<b>3.3500e-003</b>	<b>0.3689</b>	<b>1.8400e-003</b>	<b>0.3707</b>	<b>0.0978</b>	<b>1.6900e-003</b>	<b>0.0995</b>		<b>341.0679</b>	<b>341.0679</b>	<b>8.4500e-003</b>	<b>8.3900e-003</b>	<b>343.7789</b>

**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	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>5.7406</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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 Architectural Coating - 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	0.0000	0.0000	0.0000	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	0.1301	0.0843	1.3156	3.3500e-003	0.3689	1.8400e-003	0.3707	0.0978	1.6900e-003	0.0995		341.0679	341.0679	8.4500e-003	8.3900e-003	343.7789
<b>Total</b>	<b>0.1301</b>	<b>0.0843</b>	<b>1.3156</b>	<b>3.3500e-003</b>	<b>0.3689</b>	<b>1.8400e-003</b>	<b>0.3707</b>	<b>0.0978</b>	<b>1.6900e-003</b>	<b>0.0995</b>		<b>341.0679</b>	<b>341.0679</b>	<b>8.4500e-003</b>	<b>8.3900e-003</b>	<b>343.7789</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

19426 Heacock Logistics Trailer Parking Lot Project - 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	0.9325	29.1542	9.2486	0.1511	6.3715	0.4658	6.8373	1.8015	0.4455	2.2470		15,962.3199	15,962.3199	0.1662	2.1843	16,617.4042
Unmitigated	0.9325	29.1542	9.2486	0.1511	6.3715	0.4658	6.8373	1.8015	0.4455	2.2470		15,962.3199	15,962.3199	0.1662	2.1843	16,617.4042

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	213.40	213.40	213.40	2,612,754	2,612,754
<b>Total</b>	<b>213.40</b>	<b>213.40</b>	<b>213.40</b>	<b>2,612,754</b>	<b>2,612,754</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	40.00	8.40	6.90	88.70	0.00	11.30	92	3	5

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.000000	0.027677	0.085323	0.000000	0.133677	0.036323	0.290000	0.427000	0.000000	0.000000	0.000000	0.000000	0.000000

**5.0 Energy Detail**

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**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					
Other Non-Asphalt Surfaces	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
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**5.2 Energy by Land Use - Natural Gas**

Mitigated

	Natural Gas 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					
Other Non-Asphalt Surfaces	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
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
Unmitigated	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**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	0.0303					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1410					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-003	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
<b>Total</b>	<b>0.1735</b>	<b>2.1000e-004</b>	<b>0.0226</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0484</b>	<b>0.0484</b>	<b>1.3000e-004</b>		<b>0.0515</b>



19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

**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	0.0303					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1410					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-003	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
<b>Total</b>	<b>0.1735</b>	<b>2.1000e-004</b>	<b>0.0226</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0484</b>	<b>0.0484</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Summer

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**19426 Heacock Logistics Trailer Parking Lot Project**

**Riverside-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,813.84	0
Parking Lot	220.00	Space	8.23	358,325.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Statewide Average				
<b>CO2 Intensity (lb/MWhr)</b>	453.21	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - The project site is in the Moreno Valley Electric Utility service area; however, this is not an option in CalEEMod. The statewide average was used for the electric utility company.

Land Use - ~9.14 net ac w/ a trailer prkng lot w/ 220 trailer prkng spcs. Lanscaping to be minimal, assumed ~10% site (0.914 ac) landcaping/hardscape. Rmndr site paving of parking lot (includes ~2 auto spaces).

Construction Phase - Construction to begin early November 2021 & be completed January 2022. Site vacant no demo/site prep & only proposed parking lot (no building construction). CalEEMod default timeline for grading/paving/AC.

Grading - Per grading plans, site anticipated to balance.

Vehicle Trips - 213 trips (trucks & shuttles). 213/220trailer spc = 0.97trips/spc. 92/3/5 P/PB/D trips due to CalEEMod defaults similar projects. % changed to 11.3% autos-shuttles (C-NW) & 88.7% trucks (C-W). C-W trip length increased to 40 miles.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Water Mitigation -

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

Fleet Mix - Revised Fleet Mix per use of data in the Traffic Impact Assessment. Revised mix of 11.3% atuos-shuttles (LDT1/LDT2), 17% 2-Axle Trucks, 29% 3-Axle Trucks, & 42.7% 4+ Axle Trucks.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.02	0.43
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDT1	0.06	0.03
tblFleetMix	LDT2	0.17	0.09
tblFleetMix	LHD1	0.03	0.13
tblFleetMix	LHD2	7.4220e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.29
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblLandUse	LandUseSquareFeet	39,639.60	39,813.84
tblLandUse	LandUseSquareFeet	88,000.00	358,325.00
tblLandUse	LotAcreage	1.98	8.23
tblVehicleTrips	CNW_TTP	0.00	11.30
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	CW_TTP	0.00	88.70
tblVehicleTrips	DV_TP	0.00	3.00
tblVehicleTrips	PB_TP	0.00	5.00
tblVehicleTrips	PR_TP	0.00	92.00
tblVehicleTrips	ST_TR	0.00	0.97
tblVehicleTrips	SU_TR	0.00	0.97
tblVehicleTrips	WD_TR	0.00	0.97

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.8860	24.7819	16.3861	0.0311	7.2503	1.1608	8.4111	3.4692	1.0679	4.5372	0.0000	3,016.2321	3,016.2321	0.9331	9.3500e-003	3,040.8254
2022	5.8621	1.4960	2.8798	6.0100e-003	0.3689	0.0836	0.4524	0.0978	0.0834	0.1812	0.0000	590.3854	590.3854	0.0267	8.5900e-003	593.6124
<b>Maximum</b>	<b>5.8860</b>	<b>24.7819</b>	<b>16.3861</b>	<b>0.0311</b>	<b>7.2503</b>	<b>1.1608</b>	<b>8.4111</b>	<b>3.4692</b>	<b>1.0679</b>	<b>4.5372</b>	<b>0.0000</b>	<b>3,016.2321</b>	<b>3,016.2321</b>	<b>0.9331</b>	<b>9.3500e-003</b>	<b>3,040.8254</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.8860	24.7819	16.3861	0.0311	2.9299	1.1608	4.0907	1.3801	1.0679	2.4481	0.0000	3,016.2321	3,016.2321	0.9331	9.3500e-003	3,040.8254
2022	5.8621	1.4960	2.8798	6.0100e-003	0.3689	0.0836	0.4524	0.0978	0.0834	0.1812	0.0000	590.3854	590.3854	0.0267	8.5900e-003	593.6124
<b>Maximum</b>	<b>5.8860</b>	<b>24.7819</b>	<b>16.3861</b>	<b>0.0311</b>	<b>2.9299</b>	<b>1.1608</b>	<b>4.0907</b>	<b>1.3801</b>	<b>1.0679</b>	<b>2.4481</b>	<b>0.0000</b>	<b>3,016.2321</b>	<b>3,016.2321</b>	<b>0.9331</b>	<b>9.3500e-003</b>	<b>3,040.8254</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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
Percent Reduction	0.00	0.00	0.00	0.00	56.70	0.00	48.74	58.57	0.00	44.28	0.00	0.00	0.00	0.00	0.00	0.00

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

**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	lb/day										lb/day					
Area	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.9004	30.6768	8.7935	0.1506	6.3715	0.4661	6.8375	1.8015	0.4457	2.2472		15,911.6262	15,911.6262	0.1644	2.1877	16,567.6705
<b>Total</b>	<b>1.0738</b>	<b>30.6770</b>	<b>8.8161</b>	<b>0.1506</b>	<b>6.3715</b>	<b>0.4661</b>	<b>6.8376</b>	<b>1.8015</b>	<b>0.4458</b>	<b>2.2473</b>		<b>15,911.6746</b>	<b>15,911.6746</b>	<b>0.1646</b>	<b>2.1877</b>	<b>16,567.7221</b>

**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	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.9004	30.6768	8.7935	0.1506	6.3715	0.4661	6.8375	1.8015	0.4457	2.2472		15,911.6262	15,911.6262	0.1644	2.1877	16,567.6705
<b>Total</b>	<b>1.0738</b>	<b>30.6770</b>	<b>8.8161</b>	<b>0.1506</b>	<b>6.3715</b>	<b>0.4661</b>	<b>6.8376</b>	<b>1.8015</b>	<b>0.4458</b>	<b>2.2473</b>		<b>15,911.6746</b>	<b>15,911.6746</b>	<b>0.1646</b>	<b>2.1877</b>	<b>16,567.7221</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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
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	Grading	Grading	11/1/2021	11/26/2021	5	20	
2	Paving	Paving	11/27/2021	12/24/2021	5	20	
3	Architectural Coating	Architectural Coating	12/25/2021	1/21/2022	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 20**

**Acres of Paving: 9.14**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,888 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48



19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**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
Grading	6	15.00	0.00	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	33.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>7.0826</b>	<b>1.1599</b>	<b>8.2425</b>	<b>3.4247</b>	<b>1.0671</b>	<b>4.4919</b>		<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**3.2 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0596	0.0452	0.5286	1.4200e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		144.3036	144.3036	4.2400e-003	4.2500e-003	145.6759
<b>Total</b>	<b>0.0596</b>	<b>0.0452</b>	<b>0.5286</b>	<b>1.4200e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>144.3036</b>	<b>144.3036</b>	<b>4.2400e-003</b>	<b>4.2500e-003</b>	<b>145.6759</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>2.7622</b>	<b>1.1599</b>	<b>3.9221</b>	<b>1.3357</b>	<b>1.0671</b>	<b>2.4028</b>	<b>0.0000</b>	<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**3.2 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0596	0.0452	0.5286	1.4200e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		144.3036	144.3036	4.2400e-003	4.2500e-003	145.6759
<b>Total</b>	<b>0.0596</b>	<b>0.0452</b>	<b>0.5286</b>	<b>1.4200e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>144.3036</b>	<b>144.3036</b>	<b>4.2400e-003</b>	<b>4.2500e-003</b>	<b>145.6759</b>

**3.3 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	1.0781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.3337</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0596	0.0452	0.5286	1.4200e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		144.3036	144.3036	4.2400e-003	4.2500e-003	145.6759
<b>Total</b>	<b>0.0596</b>	<b>0.0452</b>	<b>0.5286</b>	<b>1.4200e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>144.3036</b>	<b>144.3036</b>	<b>4.2400e-003</b>	<b>4.2500e-003</b>	<b>145.6759</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	1.0781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.3337</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

19426 Heacock Logistics Trailer Parking Lot Project - 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 Paving - 2021**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0596	0.0452	0.5286	1.4200e-003	0.1677	8.9000e-004	0.1686	0.0445	8.2000e-004	0.0453		144.3036	144.3036	4.2400e-003	4.2500e-003	145.6759
<b>Total</b>	<b>0.0596</b>	<b>0.0452</b>	<b>0.5286</b>	<b>1.4200e-003</b>	<b>0.1677</b>	<b>8.9000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.2000e-004</b>	<b>0.0453</b>		<b>144.3036</b>	<b>144.3036</b>	<b>4.2400e-003</b>	<b>4.2500e-003</b>	<b>145.6759</b>

**3.4 Architectural Coating - 2021**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.7549</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**3.4 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.1310	0.0994	1.1630	3.1300e-003	0.3689	1.9600e-003	0.3708	0.0978	1.8100e-003	0.0996		317.4678	317.4678	9.3300e-003	9.3500e-003	320.4869
<b>Total</b>	<b>0.1310</b>	<b>0.0994</b>	<b>1.1630</b>	<b>3.1300e-003</b>	<b>0.3689</b>	<b>1.9600e-003</b>	<b>0.3708</b>	<b>0.0978</b>	<b>1.8100e-003</b>	<b>0.0996</b>		<b>317.4678</b>	<b>317.4678</b>	<b>9.3300e-003</b>	<b>9.3500e-003</b>	<b>320.4869</b>

**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	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.7549</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**3.4 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.1310	0.0994	1.1630	3.1300e-003	0.3689	1.9600e-003	0.3708	0.0978	1.8100e-003	0.0996		317.4678	317.4678	9.3300e-003	9.3500e-003	320.4869
<b>Total</b>	<b>0.1310</b>	<b>0.0994</b>	<b>1.1630</b>	<b>3.1300e-003</b>	<b>0.3689</b>	<b>1.9600e-003</b>	<b>0.3708</b>	<b>0.0978</b>	<b>1.8100e-003</b>	<b>0.0996</b>		<b>317.4678</b>	<b>317.4678</b>	<b>9.3300e-003</b>	<b>9.3500e-003</b>	<b>320.4869</b>

**3.4 Architectural Coating - 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					
Archit. Coating	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>5.7406</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

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

**3.4 Architectural Coating - 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	0.0000	0.0000	0.0000	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	0.1215	0.0875	1.0662	3.0400e-003	0.3689	1.8400e-003	0.3707	0.0978	1.6900e-003	0.0995		308.9374	308.9374	8.3900e-003	8.5900e-003	311.7062
<b>Total</b>	<b>0.1215</b>	<b>0.0875</b>	<b>1.0662</b>	<b>3.0400e-003</b>	<b>0.3689</b>	<b>1.8400e-003</b>	<b>0.3707</b>	<b>0.0978</b>	<b>1.6900e-003</b>	<b>0.0995</b>		<b>308.9374</b>	<b>308.9374</b>	<b>8.3900e-003</b>	<b>8.5900e-003</b>	<b>311.7062</b>

**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	5.5360					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>5.7406</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>



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

**3.4 Architectural Coating - 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	0.0000	0.0000	0.0000	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	0.1215	0.0875	1.0662	3.0400e-003	0.3689	1.8400e-003	0.3707	0.0978	1.6900e-003	0.0995		308.9374	308.9374	8.3900e-003	8.5900e-003	311.7062
<b>Total</b>	<b>0.1215</b>	<b>0.0875</b>	<b>1.0662</b>	<b>3.0400e-003</b>	<b>0.3689</b>	<b>1.8400e-003</b>	<b>0.3707</b>	<b>0.0978</b>	<b>1.6900e-003</b>	<b>0.0995</b>		<b>308.9374</b>	<b>308.9374</b>	<b>8.3900e-003</b>	<b>8.5900e-003</b>	<b>311.7062</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

19426 Heacock Logistics Trailer Parking Lot Project - 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	0.9004	30.6768	8.7935	0.1506	6.3715	0.4661	6.8375	1.8015	0.4457	2.2472		15,911.6262	15,911.6262	0.1644	2.1877	16,567.6705
Unmitigated	0.9004	30.6768	8.7935	0.1506	6.3715	0.4661	6.8375	1.8015	0.4457	2.2472		15,911.6262	15,911.6262	0.1644	2.1877	16,567.6705

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	213.40	213.40	213.40	2,612,754	2,612,754
<b>Total</b>	<b>213.40</b>	<b>213.40</b>	<b>213.40</b>	<b>2,612,754</b>	<b>2,612,754</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	40.00	8.40	6.90	88.70	0.00	11.30	92	3	5

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.000000	0.027677	0.085323	0.000000	0.133677	0.036323	0.290000	0.427000	0.000000	0.000000	0.000000	0.000000	0.000000

**5.0 Energy Detail**

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**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					
Other Non-Asphalt Surfaces	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	
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	
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**5.2 Energy by Land Use - Natural Gas**

Mitigated

	Natural Gas 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					
Other Non-Asphalt Surfaces	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
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
Unmitigated	0.1735	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**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	0.0303					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1410					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-003	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
<b>Total</b>	<b>0.1735</b>	<b>2.1000e-004</b>	<b>0.0226</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0484</b>	<b>0.0484</b>	<b>1.3000e-004</b>		<b>0.0515</b>

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

**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	0.0303					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1410					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.1000e-003	2.1000e-004	0.0226	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0484	0.0484	1.3000e-004		0.0515
<b>Total</b>	<b>0.1735</b>	<b>2.1000e-004</b>	<b>0.0226</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0484</b>	<b>0.0484</b>	<b>1.3000e-004</b>		<b>0.0515</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Winter

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## **APPENDIX C**

### **CALEEMOD MODEL ANNUAL EMISSIONS PRINTOUTS**



19426 Heacock Logistics Trailer Parking Lot Project - Riverside-South Coast County, Annual

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

**19426 Heacock Logistics Trailer Parking Lot Project**

**Riverside-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.91	Acre	0.91	39,813.84	0
Parking Lot	220.00	Space	8.23	358,325.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Statewide Average				
<b>CO2 Intensity (lb/MWhr)</b>	453.21	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - The project site is in the Moreno Valley Electric Utility service area; however, this is not an option in CalEEMod. The statewide average was used for the electric utility company.

Land Use - ~9.14 net ac w/ a trailer prkng lot w/ 220 trailer prkng spcs. Lanscaping to be minimal, assumed ~10% site (0.914 ac) landcaping/hardscape. Rmndr site paving of parking lot (includes ~2 auto spaces).

Construction Phase - Construction to begin early November 2021 & be completed January 2022. Site vacant no demo/site prep & only proposed parking lot (no building construction). CalEEMod default timeline for grading/paving/AC.

Grading - Per grading plans, site anticipated to balance.

Vehicle Trips - 213 trips (trucks & shuttles). 213/220trailer spc = 0.97trips/spc. 92/3/5 P/PB/D trips due to CalEEMod defaults similar projects. % changed to 11.3% autos-shuttles (C-NW) & 88.7% trucks (C-W). C-W trip length increased to 40 miles.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Water Mitigation -

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

Fleet Mix - Revised Fleet Mix per use of data in the Traffic Impact Assessment. Revised mix of 11.3% atuos-shuttles (LDT1/LDT2), 17% 2-Axle Trucks, 29% 3-Axle Trucks, & 42.7% 4+ Axle Trucks.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.02	0.43
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDT1	0.06	0.03
tblFleetMix	LDT2	0.17	0.09
tblFleetMix	LHD1	0.03	0.13
tblFleetMix	LHD2	7.4220e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.29
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblLandUse	LandUseSquareFeet	39,639.60	39,813.84
tblLandUse	LandUseSquareFeet	88,000.00	358,325.00
tblLandUse	LotAcreage	1.98	8.23
tblVehicleTrips	CNW_TTP	0.00	11.30
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	CW_TTP	0.00	88.70
tblVehicleTrips	DV_TP	0.00	3.00
tblVehicleTrips	PB_TP	0.00	5.00
tblVehicleTrips	PR_TP	0.00	92.00
tblVehicleTrips	ST_TR	0.00	0.97
tblVehicleTrips	SU_TR	0.00	0.97
tblVehicleTrips	WD_TR	0.00	0.97

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

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0621	0.3816	0.3239	5.7000e-004	0.0750	0.0186	0.0937	0.0354	0.0172	0.0525	0.0000	50.1320	50.1320	0.0150	1.0000e-004	50.5380
2022	0.0439	0.0112	0.0220	5.0000e-005	2.7200e-003	6.3000e-004	3.3500e-003	7.2000e-004	6.3000e-004	1.3500e-003	0.0000	4.0660	4.0660	1.8000e-004	6.0000e-005	4.0883
<b>Maximum</b>	<b>0.0621</b>	<b>0.3816</b>	<b>0.3239</b>	<b>5.7000e-004</b>	<b>0.0750</b>	<b>0.0186</b>	<b>0.0937</b>	<b>0.0354</b>	<b>0.0172</b>	<b>0.0525</b>	<b>0.0000</b>	<b>50.1320</b>	<b>50.1320</b>	<b>0.0150</b>	<b>1.0000e-004</b>	<b>50.5380</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0621	0.3816	0.3239	5.7000e-004	0.0318	0.0186	0.0505	0.0145	0.0172	0.0316	0.0000	50.1319	50.1319	0.0150	1.0000e-004	50.5379
2022	0.0439	0.0112	0.0220	5.0000e-005	2.7200e-003	6.3000e-004	3.3500e-003	7.2000e-004	6.3000e-004	1.3500e-003	0.0000	4.0660	4.0660	1.8000e-004	6.0000e-005	4.0883
<b>Maximum</b>	<b>0.0621</b>	<b>0.3816</b>	<b>0.3239</b>	<b>5.7000e-004</b>	<b>0.0318</b>	<b>0.0186</b>	<b>0.0505</b>	<b>0.0145</b>	<b>0.0172</b>	<b>0.0316</b>	<b>0.0000</b>	<b>50.1319</b>	<b>50.1319</b>	<b>0.0150</b>	<b>1.0000e-004</b>	<b>50.5379</b>

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**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
Percent Reduction	0.00	0.00	0.00	0.00	55.56	0.00	44.53	57.90	0.00	38.77	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	11-1-2021	1-31-2022	0.4795	0.4795
		Highest	0.4795	0.4795

**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	0.0315	3.0000e-005	2.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4800e-003	5.4800e-003	1.0000e-005	0.0000	5.8400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	25.7816	25.7816	1.8800e-003	2.3000e-004	25.8964
Mobile	0.1655	5.6053	1.6126	0.0274	1.1431	0.0847	1.2277	0.3238	0.0810	0.4048	0.0000	2,625.7269	2,625.7269	0.0272	0.3608	2,733.9186
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1970</b>	<b>5.6054</b>	<b>1.6154</b>	<b>0.0274</b>	<b>1.1431</b>	<b>0.0847</b>	<b>1.2278</b>	<b>0.3238</b>	<b>0.0810</b>	<b>0.4048</b>	<b>0.0000</b>	<b>2,651.5140</b>	<b>2,651.5140</b>	<b>0.0291</b>	<b>0.3610</b>	<b>2,759.8208</b>

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**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	0.0315	3.0000e-005	2.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4800e-003	5.4800e-003	1.0000e-005	0.0000	5.8400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	25.7816	25.7816	1.8800e-003	2.3000e-004	25.8964
Mobile	0.1655	5.6053	1.6126	0.0274	1.1431	0.0847	1.2277	0.3238	0.0810	0.4048	0.0000	2,625.7269	2,625.7269	0.0272	0.3608	2,733.9186
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1970</b>	<b>5.6054</b>	<b>1.6154</b>	<b>0.0274</b>	<b>1.1431</b>	<b>0.0847</b>	<b>1.2278</b>	<b>0.3238</b>	<b>0.0810</b>	<b>0.4048</b>	<b>0.0000</b>	<b>2,651.5140</b>	<b>2,651.5140</b>	<b>0.0291</b>	<b>0.3610</b>	<b>2,759.8208</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2021	11/26/2021	5	20	
2	Paving	Paving	11/27/2021	12/24/2021	5	20	
3	Architectural Coating	Architectural Coating	12/25/2021	1/21/2022	5	20	

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

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 20**

**Acres of Paving: 9.14**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,888 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	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	33.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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

**3.2 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
<b>Total</b>	<b>0.0229</b>	<b>0.2474</b>	<b>0.1586</b>	<b>3.0000e-004</b>	<b>0.0708</b>	<b>0.0116</b>	<b>0.0824</b>	<b>0.0343</b>	<b>0.0107</b>	<b>0.0449</b>	<b>0.0000</b>	<b>26.0537</b>	<b>26.0537</b>	<b>8.4300e-003</b>	<b>0.0000</b>	<b>26.2644</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.6000e-004	5.5800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3398	1.3398	4.0000e-005	4.0000e-005	1.3525
<b>Total</b>	<b>5.7000e-004</b>	<b>4.6000e-004</b>	<b>5.5800e-003</b>	<b>1.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.3398</b>	<b>1.3398</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>1.3525</b>

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

**3.2 Grading - 2021**

**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					0.0276	0.0000	0.0276	0.0134	0.0000	0.0134	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
<b>Total</b>	<b>0.0229</b>	<b>0.2474</b>	<b>0.1586</b>	<b>3.0000e-004</b>	<b>0.0276</b>	<b>0.0116</b>	<b>0.0392</b>	<b>0.0134</b>	<b>0.0107</b>	<b>0.0240</b>	<b>0.0000</b>	<b>26.0537</b>	<b>26.0537</b>	<b>8.4300e-003</b>	<b>0.0000</b>	<b>26.2643</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.6000e-004	5.5800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3398	1.3398	4.0000e-005	4.0000e-005	1.3525
<b>Total</b>	<b>5.7000e-004</b>	<b>4.6000e-004</b>	<b>5.5800e-003</b>	<b>1.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.3398</b>	<b>1.3398</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>1.3525</b>



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

**3.3 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0233</b>	<b>0.1292</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>6.7800e-003</b>	<b>6.7800e-003</b>		<b>6.2400e-003</b>	<b>6.2400e-003</b>	<b>0.0000</b>	<b>20.0235</b>	<b>20.0235</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1854</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.6000e-004	5.5800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3398	1.3398	4.0000e-005	4.0000e-005	1.3525
<b>Total</b>	<b>5.7000e-004</b>	<b>4.6000e-004</b>	<b>5.5800e-003</b>	<b>1.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.3398</b>	<b>1.3398</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>1.3525</b>

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

**3.3 Paving - 2021**

**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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0233</b>	<b>0.1292</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>6.7800e-003</b>	<b>6.7800e-003</b>		<b>6.2400e-003</b>	<b>6.2400e-003</b>	<b>0.0000</b>	<b>20.0235</b>	<b>20.0235</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1854</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.6000e-004	5.5800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3398	1.3398	4.0000e-005	4.0000e-005	1.3525
<b>Total</b>	<b>5.7000e-004</b>	<b>4.6000e-004</b>	<b>5.5800e-003</b>	<b>1.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.3398</b>	<b>1.3398</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>1.3525</b>

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**3.4 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0138					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
<b>Total</b>	<b>0.0144</b>	<b>3.8200e-003</b>	<b>4.5400e-003</b>	<b>1.0000e-005</b>		<b>2.4000e-004</b>	<b>2.4000e-004</b>		<b>2.4000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6394</b>

**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	3.1000e-004	2.6000e-004	3.0700e-003	1.0000e-005	9.1000e-004	0.0000	9.1000e-004	2.4000e-004	0.0000	2.5000e-004	0.0000	0.7369	0.7369	2.0000e-005	2.0000e-005	0.7439
<b>Total</b>	<b>3.1000e-004</b>	<b>2.6000e-004</b>	<b>3.0700e-003</b>	<b>1.0000e-005</b>	<b>9.1000e-004</b>	<b>0.0000</b>	<b>9.1000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>0.7369</b>	<b>0.7369</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.7439</b>

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**3.4 Architectural Coating - 2021**

**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	0.0138					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
<b>Total</b>	<b>0.0144</b>	<b>3.8200e-003</b>	<b>4.5400e-003</b>	<b>1.0000e-005</b>		<b>2.4000e-004</b>	<b>2.4000e-004</b>		<b>2.4000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6394</b>

**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	3.1000e-004	2.6000e-004	3.0700e-003	1.0000e-005	9.1000e-004	0.0000	9.1000e-004	2.4000e-004	0.0000	2.5000e-004	0.0000	0.7369	0.7369	2.0000e-005	2.0000e-005	0.7439
<b>Total</b>	<b>3.1000e-004</b>	<b>2.6000e-004</b>	<b>3.0700e-003</b>	<b>1.0000e-005</b>	<b>9.1000e-004</b>	<b>0.0000</b>	<b>9.1000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>0.7369</b>	<b>0.7369</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.7439</b>

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

**3.4 Architectural Coating - 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					
Archit. Coating	0.0415					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5300e-003	0.0106	0.0136	2.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	1.9149	1.9149	1.2000e-004	0.0000	1.9181
<b>Total</b>	<b>0.0431</b>	<b>0.0106</b>	<b>0.0136</b>	<b>2.0000e-005</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>1.9149</b>	<b>1.9149</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.9181</b>

**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	8.7000e-004	6.7000e-004	8.4300e-003	2.0000e-005	2.7200e-003	1.0000e-005	2.7300e-003	7.2000e-004	1.0000e-005	7.4000e-004	0.0000	2.1511	2.1511	6.0000e-005	6.0000e-005	2.1703
<b>Total</b>	<b>8.7000e-004</b>	<b>6.7000e-004</b>	<b>8.4300e-003</b>	<b>2.0000e-005</b>	<b>2.7200e-003</b>	<b>1.0000e-005</b>	<b>2.7300e-003</b>	<b>7.2000e-004</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.1511</b>	<b>2.1511</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>2.1703</b>

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**3.4 Architectural Coating - 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					
Archit. Coating	0.0415					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5300e-003	0.0106	0.0136	2.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	1.9149	1.9149	1.2000e-004	0.0000	1.9181
<b>Total</b>	<b>0.0431</b>	<b>0.0106</b>	<b>0.0136</b>	<b>2.0000e-005</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>1.9149</b>	<b>1.9149</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.9181</b>

**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	8.7000e-004	6.7000e-004	8.4300e-003	2.0000e-005	2.7200e-003	1.0000e-005	2.7300e-003	7.2000e-004	1.0000e-005	7.4000e-004	0.0000	2.1511	2.1511	6.0000e-005	6.0000e-005	2.1703
<b>Total</b>	<b>8.7000e-004</b>	<b>6.7000e-004</b>	<b>8.4300e-003</b>	<b>2.0000e-005</b>	<b>2.7200e-003</b>	<b>1.0000e-005</b>	<b>2.7300e-003</b>	<b>7.2000e-004</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.1511</b>	<b>2.1511</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>2.1703</b>

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**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	0.1655	5.6053	1.6126	0.0274	1.1431	0.0847	1.2277	0.3238	0.0810	0.4048	0.0000	2,625.7269	2,625.7269	0.0272	0.3608	2,733.9186
Unmitigated	0.1655	5.6053	1.6126	0.0274	1.1431	0.0847	1.2277	0.3238	0.0810	0.4048	0.0000	2,625.7269	2,625.7269	0.0272	0.3608	2,733.9186

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	213.40	213.40	213.40	2,612,754	2,612,754
<b>Total</b>	<b>213.40</b>	<b>213.40</b>	<b>213.40</b>	<b>2,612,754</b>	<b>2,612,754</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	40.00	8.40	6.90	88.70	0.00	11.30	92	3	5

**4.4 Fleet Mix**

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.000000	0.027677	0.085323	0.000000	0.133677	0.036323	0.290000	0.427000	0.000000	0.000000	0.000000	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	25.7816	25.7816	1.8800e-003	2.3000e-004	25.8964
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	25.7816	25.7816	1.8800e-003	2.3000e-004	25.8964
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000



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

**5.2 Energy by Land Use - Natural Gas**

**Unmitigated**

	Natural Gas 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					
Other Non-Asphalt Surfaces	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
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Natural Gas 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					
Other Non-Asphalt Surfaces	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
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**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			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	125414	25.7816	1.8800e-003	2.3000e-004	25.8964
<b>Total</b>		<b>25.7816</b>	<b>1.8800e-003</b>	<b>2.3000e-004</b>	<b>25.8964</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	125414	25.7816	1.8800e-003	2.3000e-004	25.8964
<b>Total</b>		<b>25.7816</b>	<b>1.8800e-003</b>	<b>2.3000e-004</b>	<b>25.8964</b>

**6.0 Area Detail**

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

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0315	3.0000e-005	2.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4800e-003	5.4800e-003	1.0000e-005	0.0000	5.8400e-003
Unmitigated	0.0315	3.0000e-005	2.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4800e-003	5.4800e-003	1.0000e-005	0.0000	5.8400e-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	5.5400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4800e-003	5.4800e-003	1.0000e-005	0.0000	5.8400e-003
<b>Total</b>	<b>0.0315</b>	<b>3.0000e-005</b>	<b>2.8200e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.4800e-003</b>	<b>5.4800e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.8400e-003</b>

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**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	5.5400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.8200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4800e-003	5.4800e-003	1.0000e-005	0.0000	5.8400e-003
<b>Total</b>	<b>0.0315</b>	<b>3.0000e-005</b>	<b>2.8200e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.4800e-003</b>	<b>5.4800e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.8400e-003</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

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**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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**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			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

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**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
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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