Appendix H

Greenhouse Gas and
Energy Report
MIG, Inc.

Oasis at Indio Specific Plan

Energy and Greenhouse Gas Analysis Report

November 29, 2023

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
ACT	Advanced Clean Trucks
APN	Assessor Parcel Number
BAU	Business As Usual
BEES	Building Energy Efficiency Standards (BEES)
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
CAP	Climate Action Plan
CARB	California Air Resources Board
CAFE	Corporate Average Fuel Economy
CAT	Climate Action Team
CCS	Carbon Capture and Sequestration
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane
CI	Carbon Intensity
CNRA	California Natural Resources Agency
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
DU	Dwelling Unit
EISA	Energy Independency and Security Act
EO	Executive Order
EV	Electric Vehicle
FAR	Floor to Area Ratio
g	Grams
GHG	Greenhouse Gas(es)
GWh	Gigawatt-hours
GWP	Global Warming Potential

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
HFC	Hydrofluorocarbon
HHDT	Heavy Heavy-Duty Trucks
Hp-hr	Horsepower-hour
HQTA	High Quality Transit Area
HVAC	Heating Ventilation and Air Conditioning
I	Interstate
IID	Imperial Irrigation District
IPCC	Intergovernmental Panel on Climate Change
kBTU	Thousand British Thermal Units
kW	Kilowatt
kWh	Kilowatt-hours
LCFS	Low Carbon Fuel Standard
LDA	Light Duty Auto
LDT1 / LDT2	Light Duty Trucks
LED	Light emitting diode
LEV	Low-Emissions Vehicle
LHDT	Light Heavy-Duty Truck
MHDT	Medium Heavy-Duty Truck
MMBTU	Million British Thermal Units
MPO	Metropolitan Planning Organization
MT	Metric Ton
$MTCO_2e$	Metric Ton of Carbon Dioxide Equivalent
MUN	Mixed Use Neighborhood
MU-SP	Mixed Use Specific Plan
MW	Megawatt
MWh	Megawatt-hours
MY	Model Year
NHTSA	National Highway Safety Administration
N_2O	Nitrous Oxide
NMA	Neighborhood Mobility Area
NWL	Natural and Working Lands
NZE	Near Zero Emissions
PFC	Perfluorocarbon

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
PGA	Priority Growth Area
PV	Photovoltaic
ppm	Parts Per Million
PRC	Public Resources Code
PSI	Pounds Per Square Inch
PV	Photovoltaic
Report	Energy and Greenhouse Gas Analysis Report
RFS	Renewable Fuel Standards
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
ROW	Right-of-way
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SSAB	Salton Sea Air Basin
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TMA	Transportation Management Agency
TMO	Transportation Management Organization
TPA	Transit Priority Area
U.S.	United States
U.S. EIA	United State Energy Information Administration
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
ZEV	Zero Emission Vehicle
ZNE	Zero Net Energy

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EXECUTIVE SUMMARY

This Energy and Greenhouse Gas Impact Analysis Report (Report) evaluates and documents the potential energy and greenhouse gas (GHG) impacts associated with the construction and operation of the proposed Oasis at Indio Specific Plan (proposed Project), a new specific plan that would guide land use and development decisions for an approximately 183-acre area in the north-central part of the city of Indio, in the Coachella Valley region of Riverside County, California. If approved, the proposed Project would support the sustainable development of both residential and non-residential land uses.

This Report is consistent with the guidance and recommendations contained in the South Coast Air Quality Management District's (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook, as amended and supplemented, and is intended to assist the CEQA Lead Agency (city of Indio) with its review of potential Project-related energy and GHG impacts in compliance with the State CEQA Statutes and Guidelines, particularly in respect to the energy and GHG issues identified in Appendix G of the State CEQA Guidelines.

S.1 PROPOSED PROJECT DESCRIPTION

The proposed Project would be located between Avenue 42 and Interstate 10 (I-10), in the north-central part of the city of Indio. The Project area is an approximately 183-acre, irregularly shaped, undeveloped area generally surrounded by a mix of agricultural, commercial, residential, and undeveloped land uses. There are no schools within ¼ mile of the proposed Project area.

The proposed Project includes two primary land use districts in four planning areas (PA). A Mixed-Use District would permit multi-family residential uses (20 to 50 dwelling units (DU) per acre) and a variety of commercial non-residential uses (up to 0.50 floor to area ratio, or FAR), including lodging (i.e., a hotel or motel), in PA 1, PA 2, and PA 3. An Industrial District would allow a variety of light-industrial land uses (up to 0.60 FAR) in PA 4. The proposed Project would also set aside land for public ROW dedication and internal circulation needs.

For analysis purposes, two possible development patterns have been developed, each of which are consistent with the specific plan. Both development patterns are conceptual in nature and are not necessarily indicative of the Project's actual final development pattern. Nonetheless, these two development patterns, referred to as the Maximum Buildout Scenario and Scenario 2, help contextualize, describe, and assess potential impacts that could be associated with future development in the Project area. Both land use options are consistent with the proposed Project's maximum allowable development density and other applicable standards. The Maximum Buildout Scenario and Scenario 2 would result in the same amount of industrial non-residential development in PA 4 (1,806,290 square feet), as well as the same amount of acreage allocated for public ROW and internal circulation needs. The primary difference between the two options is the amount of residential and commercial development. Whereas the Maximum Buildout Scenario assumes maximum residential development in PA 1, PA 2, and PA 3, resulting in 3,240 dwelling units and 20,000 square feet of commercial non-residential space, Scenario 2 assumes lesser residential development and more non-residential development in PA 1, PA 2, and PA 3, resulting in 1,237 dwelling units, 71,600 square feet of commercial non-residential space, and a 128-key hotel or motel development. The proposed Project is anticipated to be fully developed by 2033.

S.2 POTENTIAL ENERGY IMPACTS

The proposed Project would involve the temporary consumption of diesel fuel, gasoline, and electricity for construction purposes. The consumption of diesel, gasoline, and electric fuels in construction-related off-road equipment and vehicle trips would be necessary to achieve the proposed Project's goals and objectives, including, but not limited to, developing uses that ensure long-term economic benefits and stability for the city. In addition, project construction activities would occur in an orderly and efficient manner pursuant to the Project's development plan, design guidelines, design standards, and city of Indio Municipal Code and Unified Development Code requirements. Finally, the Project's construction-related energy consumption would be temporary, ceasing when construction in the Project area is complete, and equipment and vehicles would be subject to increasingly stringent Federal and State rules and regulations that would increase fuel efficiency, limit truck idling, reduce the carbon content of transportation fuels, and transition passenger vehicles and trucks from petroleum-based motive power to electric-based motive power. The orderly and efficient development of the Project by off-road equipment and on-road vehicles operating in compliance with all applicable rules and regulations to achieve Project objectives would not be unnecessary, inefficient, or wasteful. This impact would be **less than significant.**

The proposed Project's potential operations-related energy consumption was estimated using the California Emission Estimator Model (CalEEMod, Version 2022.1.1.20), the California Air Resources Board's (CARB) Emission Factor (EMFAC) Model 2021 (Version 1.0.2), and CARB Carl Moyer Program Guidelines. The proposed Project could consume between approximately 5.9 and 7.0 million gallons of diesel fuel, between approximately 9.0 and 10.4 million gallons of gasoline, between approximately 106.8 and 116.7 gigawatt-hours of electricity, and between 64.5 and 76.4 million British thermal units of natural gas annual. This level of consumption generally does not represent a substantial proportion of existing energy resource sales or consumption levels for Riverside County. The consumption of energy resources in buildings and vehicles would be necessary for the safe, secure, and functional operation of the Project's sustainable and balanced residential and non-residential land use activities.

The Project would also consume energy in an efficient manner. New buildings constructed as part of the proposed Project would, at a minimum, meet the mandatory requirements established for Climate Zone 15 in the 2022 Building Energy Efficiency Standards (Energy Code), including new multi-family (including hotels and motels) building envelope (e.g., roof deck and ceiling insulation, roof solar reflectance, window insulation and glazing, window heat gain, etc.), building system (e.g., space and water heating), lighting, and PV requirements. While the Project would be subject to the Energy Code in effect at the time a building application is submitted to the city (currently the 2022 Energy Code), the Project would also incorporate mitigation measures to reduce potential GHG emissions associated with appliance and building energy consumption, including Mitigation Measure GHG-1 (Reduce Appliance Energy GHG Emissions), which requires the installation of Energy Star certified appliances, Mitigation Measure GHG-2 (Maximize Solar Access Roof Area), which would increase residential and non-residential solar photovoltaic system capacities, and Mitigation Measure GHG-3 (Reduce Building Energy GHG Emissions), which requires future projects to be at least 5% more efficient than Energy Code in effect at the time the application is submitted. Finally, although the vehicle and truck trips generated by the proposed Project would consume diesel, gasoline, and electric fuel, this fuel consumption would occur in an efficient manner because the proposed Project includes a mix of residential and commercial land uses that would provide internal capture and pass-by trip reduction benefits the Project maximizes commercial and industrial connectivity to I-10 and Monroe Street, limiting commercial and industrial trip travel distances from regional roadways into the Project area, and the vehicle miles travelled analysis prepared for the proposed Project indicates the proposed Project would result in residential VMT per capita and non-residential VMT per employee that are

approximately 35.3% and 0.9% lower than the Riverside County average, respectively (LLG, 2023b). The proposed Project's location and mix of land uses, therefore, would contribute to reduced VMT and the efficient use of mobile source energy resources. Furthermore, the Project would also incorporate mitigation measures to reduce potential air quality emissions from mobile sources, including Mitigation Measure AIR-4 (Reduce Residential Vehicle Trip Emissions), Mitigation Measure AIR-5 (Reduce Commercial and Industrial Light Duty Vehicle Trip Emissions), Mitigation Measure AIR-6 (Reduce Commercial and Industrial Truck Trip Emissions), and Mitigation Measure AIR-7 (Reduce Commercial and Industrial Truck Trip Emissions). These measures would primarily reduce mobile source fuel consumption by requiring the installation of infrastructure that supports the transition to electric vehicles and equipment.

The proposed Project's operations-related energy consumption would be necessary and consumed in an efficient manner consistent with all State requirements in effect at the time of approval, including the 2022 (or later) Energy Code, the 2022 Climate Change Scoping Plan, and the Indio Climate Action Plan (see below). The proposed Project includes design guidelines and development standards that promote building and landscaping energy efficiency, support a multi-modal transportation network, and minimize heat island effects. Therefore, the orderly, purposeful, and efficient development and operation of the Project in compliance with all applicable design guidelines, design standards, and energy code rules and regulations would not waste energy resources.

For the reasons described above, the proposed Project would not result in the unnecessary, inefficient, or wasteful use or consumption of energy resources. This impact would be **less than significant**.

The proposed Project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency as there are no such plans in effect that are directly applicable to the Project. Furthermore, the proposed Project's buildings would be subject to residential and non-residential Energy Code requirements, would incorporate mitigation to reduce GHG emissions that would also reduce building and appliance energy consumption, and includes a mix of land uses in a location that would contribute to reduced vehicle miles travelled (as compared to the County average) and the efficient use of mobile source energy resources. This impact would be **less than significant**.

S.3 POTENTIAL GHG EMISSION IMPACTS

The proposed Project's GHG emissions were estimated using CalEEMod. The modeling indicates the proposed Project would have the potential to generate unmitigated GHG emissions in 2033, in metric tons of carbon dioxide equivalents per year per service population ($MTCO_2e$/yr/SP), of 4.3 $MTCO_2e$/yr/SP under the Maximum Buildout Scenario and 9.2 $MTCO_2e$/yr/SP under Scenario 2. These GHG efficiency values exceed the 2030 (4.2 $MTCO_2e$/yr/SP) and 2040 GHG efficiency targets (2.6 $MTCO_2e$/yr/SP) established by the city of Indio's qualified Climate Action Plan. This is considered a potentially significant impact; however, it should be noted that the Climate Action Plan's efficiency metrics are based upon assumed buildout of the General Plan and assumes substantial reductions from measures to be implemented on a citywide basis. To that end, the Climate Action Plan states that is most valuable when evaluating "future projects (that meet certain requirements)" such as consistency with the General Plan and zoning. The Climate Action Plan is a programmatic document that considers assumed buildout under the General Plan and applies assumed reductions in emissions from measures to be implemented through year 2040. The proposed Project's GHG emissions estimates do not account for the same emissions-reducing measures assumed by the Climate Action Plan and that have the effect of reducing the efficiency standards from years 2020 to 2040. As such, the Project's per capita and service population GHG

calculations do not assume reductions from citywide measures that were assumed to reduce per capita and service population GHG in the Climate Action Plan (even though such measures will likely have the effect of reducing Project GHG emissions). Therefore, the analysis presented above as a comparison to Climate Action Plan efficiency standards is extremely conservative. Furthermore, as discussed below, the proposed Project would be consistent with and would not obstruct implementation of the CAP and, in that respect, is consistent with the CAP's reduction goals.

To reduce the proposed Project's potential operational GHG emissions levels, MIG recommends the proposed Project incorporate Mitigation Measure GHG-1 (Reduce Appliance Energy Consumption and GHG Emissions), Mitigation Measure GHG-2 (Maximize Solar Access Roof Area), and Mitigation Measure GHG-3 (Reduce Building Energy Consumption and GHG Emissions). These measures would ensure buildings are as energy efficient as possible when they are developed, decrease petroleum fuel consumption in mobile sources, and divert solid waste from landfills. In addition, the proposed Project's Air Quality and Health Risk Assessment Report also recommended mitigation measures to reduce operational emissions of criteria air pollutants and toxic air contaminants. Some of these air quality mitigation measures would also reduce the Project's operations-related GHG emissions and increase the Project's operational-related energy efficiency, including Mitigation Measure AIR-3 (Reduce Landscaping Equipment Emissions), Mitigation Measure AIR-4 (Reduce Residential Vehicle Trip Emissions), Mitigation Measure AIR-5 (Reduce Commercial and Industrial Light-Duty Vehicle Trip Emissions), Mitigation Measure AIR-6 (Reduce Commercial and Industrial Truck Trip Emissions), and Mitigation Measure AIR-7 (Reduce Commercial and Industrial Yard Equipment Emissions). These measures would primarily reduce mobile source fuel consumption by requiring development projects to incorporate CalGreen Tier 1 voluntary bicycle and electric vehicle infrastructure requirements, to install infrastructure that supports the transition to electric fleets, and to prohibit the use diesel-powered yard hostlers in industrial projects. The implementation of Mitigation Measures GHG-1 to GHG-3 and AIR-3 to AIR-7 would reduce the proposed Project's potential GHG emissions by up to approximately 4.8% for residential land uses and 3.1% for non-residential uses under the Maximum Buildout Scenario and up to approximately 5.7% for residential land uses and 2.1% for non-residential land uses under Scenario 2. In 2033, the proposed Project's mitigated GHG emissions levels, after mitigation, could be up to 4.2 $MTCO_2e$/yr/SP for the Maximum Buildout Scenario and 9.0 $MTCO_2e$/yr/SP. These GHG efficiencies would meet or continue to exceed the city's qualified Climate Action Plan efficiency metrics for 2030 (4.2 $MTCO_2e$/yr/SP) and 2040 (2.6 $MTCO_2e$/yr/SP), although residential per capita emissions would be well below Climate Action Plan metrics (e.g., 1.8 $MTCO_2e$/yr/Capita under the Maximum Buildout Scenario compared to a Climate Action Plan metric of 3.8 $MTCO_2e$/yr/Capita in 2040). It is possible that the implementation of Mitigation Measures GHG-1 to GHG-3 and AIR-3 to AIR-7, in concert with State actions that support carbon free electricity generation, would result in substantial reductions or even the complete elimination of GHG emissions from the Project's building energy and mobile sources by 2033 and beyond; however, the actual reductions that would occur with the implementation of these measures and the ability of future actions to achieve State goals cannot be known at this time and, therefore, is uncertain. Thus, although substantial GHG emissions reductions may occur, the timing and certainty of such reductions cannot be guaranteed. For this reason, the proposed Project's GHG emissions could have the potential to result in a cumulatively considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures. This impact would be **significant and unavoidable**.

S.4 CONSISTENCY WITH APPLICABLE PLANS

The proposed Project could conflict with certain strategies and implementation actions contained in the city's Climate Action Plan, as well as the overarching strategies contained in CARB's 2022 Scoping

Plan for achieving carbon neutrality by 2045; however, the implementation of Mitigation Measures GHG-1 to GHG-3 and AIR-3 to AIR-7 would ensure that the proposed Project and future development within the Project area maximizes consistency with the CAP and supports the overarching goals of the.2022 Scoping Plan Update. This impact would be **less than significant with mitigation.**

The proposed Project would not conflict with any other plan or regulation adopted for the purposes of reducing GHG emissions, including the Sustainable Freight Action Plan and the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).

S.5 RECOMMENDED GHG REDUCTION MEASURES

MIG recommends the following mitigation measures be incorporated into the Project to reduce the Project's potential construction and operational GHG emissions.

Mitigation Measure GHG-1: Reduce Appliance Energy Consumption and GHG Emissions. To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products.

Mitigation Measure GHG-2: Maximize Solar Roof Access Area. To reduce building energy related GHG emissions, all future residential, commercial, and industrial development shall design roof areas to maximize the solar access roof area by:

1) Minimizing roof areas occupied by other building systems, shading from natural features, external structures, and, for low-sloped roofs, components of the building itself.
2) Maximizing solar roof access area by covering exterior parking areas with shade control structures that are compatible with photovoltaic systems. This shall only be required if the primary building's rooftop photovoltaic system does not already meet the minimum photovoltaic system size pursuant to the version of the building energy efficiency standards code in effect at the time a project submits its building permit application. The current 2022 Building Energy Efficiency Standards establish minimum PV system size for multifamily residential development with three or less habitable stories using equation 170.2-C, Annual Photovoltaic Electrical Output, and for multifamily residential development with four or more habitable stories using Equation 170.2D, Photovoltaic Direct Current Size.

Notwithstanding the above mitigation requirements, the design and calculation of individual project solar roof access areas shall be done in compliance with all applicable zoning, design, and building standards of the Oasis at Indio Specific Plan, the Indio Municipal Code, the Indio Unified Development Code, and the California Building Standards Code.

Mitigation Measure GHG-3: Reduce Building Energy Consumption and GHG Emissions. To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the Project area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the city of Indio has adopted local requirements that are more stringent than the Energy Code. The requirement to

reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the city of Indio has already established a zero net energy requirement for the standard design building.

1 INTRODUCTION

BH Properties Inc., (the Applicant) has submitted the proposed Oasis at Indio Specific Plan (proposed Project) to the city of Indio for review and approval. This new specific plan would guide land use and development decisions for an approximately 183-acre area in the north-central part of the city and, if approved, would support the sustainable development of both residential and non-residential land uses.

MIG, Inc. (MIG) has prepared this Energy and Greenhouse Gas Analysis Report (Report) to evaluate the potential construction- and operations-related energy and greenhouse gas (GHG) impacts of the proposed Project. MIG has prepared this report using Project-specific information contained in the specific plan, as well as supplemental materials prepared in support of the specific plan (e.g., site plans, transportation study, etc.). In general, this Report evaluates the potential "worst-case" conditions associated with the proposed Project's construction and operational energy consumption and GHG emissions levels to ensure potential energy and GHG impacts are not underestimated.

This Report is intended for use by the city to assess the potential energy and GHG impacts of the proposed Project in compliance with the California Environmental Quality Act (CEQA; PRC §21000 et seq.) and the State CEQA Guidelines (14 CCR §15000 et seq.), particularly in respect to energy and GHG issues identified in Appendix G of the State CEQA Guidelines.

1.1 REPORT ORGANIZATION

This Report is organized as follows:

- **Chapter 1, Introduction,** explains the contents of this Report and its intended use.
- **Chapter 2, Proposed Project Description**, provides an overview of the construction and operational activities associated with the proposed Project.
- **Chapter 3, Energy Setting and Regulatory Framework,** provides pertinent background information on energy resources, describes the existing energy setting of the proposed Project, and provides information on the federal, state, and local regulations that govern the proposed Project's energy setting and its potential energy impacts.
- **Chapter 4, GHG Setting and Regulatory Framework,** provides pertinent background information on GHG and climate change, describes the existing GHG setting of the proposed Project, and provides information on the federal, state, and local regulations that govern the proposed Project's GHG setting and potential GHG impacts.
- **Chapter 5, Energy Impact Assessment,** identifies the methods used to estimate the proposed Project's potential construction and operational energy impacts consumption and evaluates the Project's energy resource impacts in accordance with Appendix G of the State CEQA Guidelines.
- **Chapter 6, GHG Impact Assessment,** identifies the methods used to estimate the proposed Project's potential construction and operational GHG emissions and evaluates the Project's GHG impacts in accordance with Appendix G of the State CEQA Guidelines.
- **Chapter 7, Report Preparers and References,** list the individuals involved, and the references used, in the preparation of this Report.

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2 PROPOSED PROJECT DESCRIPTION

The proposed Project is a new specific plan that would establish land use plans, regulations, and design guidelines for the sustainable residential and non-residential development of an approximately 183-acre area in the north-central part of Indio, in the Coachella Valley area of Riverside County, California. The proposed Project characteristics that are relevant to the evaluation of potential energy resource and GHG emissions impacts are described in detail below.

2.1 PROJECT LOCATION

The proposed Project would be located between Avenue 42 and Interstate 10 (I-10), in the north-central part of Indio. The Project area is an approximately 183-acre, irregularly shaped, undeveloped area comprised of 7 parcels of land (Assessor's Parcel Numbers (APN) 610-020-001, -010, -012, -013, -021, -034 and -036). It is bound by Avenue 42 on the north, I-10 on the south, Monroe Street on the east, and the All-American Canal on the west. The Project area is, at closest, approximately 65 feet north of I-10.[1] The proposed Project area is shown in Figure 2-1.

Figure 2-1: Aerial View of the Project Area

[1] Unless otherwise indicated, reported distances are measured between the edge of the listed feature (e.g., road or rail right-of-way, land use property boundary, etc.) and the Planning Area's closest property line.

2.1.1 PROJECT AREA LAND USE AND ZONING

The Indio General Plan designates the proposed Project area as Mixed-Use Neighborhood (MUN) and Regional Commercial (RC); the area is also within the General Plan's Avenue 42 Corridor subarea (City of Indio, 2023a). The Indio Zoning Map classifies the Project area as Specific Plan Mixed Use (MU-SP), MUN, and RC (City of Indio, 2023a). Approximately 80 acres of the western part of the Project area is within the existing Gateway Conceptual Specific Plan and designated for mixed-use development. Two master plans authorizing development of residential, recreation, commercial, and light industrial and business park uses have also been approved on the western part of the Project area; however, neither master plan was implemented. If approved, the proposed Project would result in the redesignation and reclassification of the Project area to Specific Plan.

2.1.2 SURROUNDING LAND USES

The proposed Project area is generally surrounded by agricultural land uses to the north (across Avenue 42), commercial uses to the east (across Monroe Street), Whitewater River Storm Chanel to the west, and I-10 to the south. The Sun City Shadow Hills and Palazzo residential neighborhoods are located approximately 650 feet and 1,300 feet north of Avenue 42, respectively. There are no schools within 1,000 feet of the Project area. The nearest schools are Richard Oliphant Elementary School, approximately 2,400 feet (0.45 miles) northeast of the Project area across Avenue 42 and Monroe Street, and Carillo Ranch Elementary School, approximately 2,500 feet south of the Project area across the I-10 and the Whitewater River channel.

2.2 EXISTING PROJECT AREA DESCRIPTION AND OPERATIONS

The Project area is mostly undeveloped with some existing vegetation. It contains a few remnants of former development/structures used for agricultural purposes, including several concrete pads in the north-central portion of the site and two agricultural standpipes in the northwest corner and central portion of the site. Aside from occasional disking and weed abatement, the site is anticipated to have no operational activities associated with it.

2.3 PROPOSED PROJECT CHARACTERISTICS

The proposed Project is a new specific plan that establishes land use and development regulations and implementation strategies to provide a balanced and sustainable residential and non-residential development with a range of employment-generating activities and medium to high-density residential uses that will complement surrounding neighborhoods, centers, and districts.

2.3.1 LAND USE PLAN

The proposed Project includes two primary land use districts in four planning areas (PA). A Mixed-Use District would permit multi-family residential uses (20 to 50 dwelling units (DU) per acre) and a variety of commercial non-residential uses (up to 0.50 floor to area ratio, or FAR), including lodging (i.e., a hotel or motel), in PA 1, PA 2, and PA 3. An Industrial District would allow a variety of light-industrial land uses (up to 0.60 FAR) in PA 4. The proposed Project would also dedicate land for public ROW, an Imperial Irrigation District (IID) substation, and internal circulation needs. A general description of the location and potential development that may occur in each PA is provided below.

- **PA 1:** This area would occupy most of the northern part of the Project area and allow mixed-use residential and commercial development. The northern part of PA 1 would border Avenue

42, while the southern part would include a 68-foot-wide landscape transition zone that separates development in PA 1 from "A" Street and the industrial development allowed in PA 4. The western extent of PA1 includes a buffer that prohibits development within 250 feet of the All-American Canal. PA 1 is anticipated to consist mostly or entirely of residential development because it is furthest from I-10 and Monroe Street.

- **PA 2:** This area would occupy the northeastern corner of the Project area, at the intersection of Avenue 42 and Monroe Street. While PA 2 would allow mixed-use residential and commercial development, its proximity and direct access to I-10 via Monroe Street make it more likely to attract commercial development.
- **PA 3:** This area would occupy the southeastern corner of the Project area. PA 3 would allow mixed-use residential and commercial development but, like PA 2, is more likely to attract commercial development due to its proximity to, and prominent visibility from, I-10. In addition, the hotel identified as part of Scenario 2 is envisioned to occur in PA 3.
- **PA 4:** This area would occupy most of the southern part of the Project area and allow industrial development, including a new IID electrical substation. The western extent of PA 4 includes a buffer that prohibits development within 250 feet of the All-American Canal.

The proposed Project's land use plan is summarized in Table 2-1 and shown in Figure 2-2.

Table 2-1: Proposed Project Land Use Plan Summary

Land Use and PA	Development Acreage (Approximately)	Maximum Development Intensity	
		Multi-Family Residential	Non-Residential
Mixed Use District (Residential and Commercial)			
PA 1	61.9	20 to 50 DU/acre	0.50 FAR
PA 2	4.2		
PA 3	9.4		
Subtotal	75.5		
Industrial District			
PA 4	92.8	Not allowed	0.60 FAR
Other Dedications			
Public ROW	1.8	Not applicable	Not applicable
IID Substation	2.4		
"A" Street	10.4		
Subtotal	14.6		
Total	**182.9**	--	--

Source: City of Indio, 2023b, Table 2-1

Figure 2-2: Proposed Project Land Use Plan

Source: City of Indio, 2023b, Figure 2-1

2.3.2 DEVELOPMENT PATTERN CAPACITIES

As shown in Table 2-1, the proposed Project establishes maximum development intensities for the proposed Mixed-Use and Industrial Districts; however, the proposed Project is a programmatic guide to land use and development in the Project area that is intended to be flexible and responsive to market conditions. For this reason, two possible development patterns were developed for the Project for the purposes of evaluating the Project's potential environmental effects. Both development patterns are conceptual in nature and are not indicative of the Project's actual final development pattern. Nonetheless, these two development patterns, referred to as the Maximum Buildout Scenario and Scenario 2, help contextualize, describe, and assess potential impacts that could be associated with future development in the Project area.

- **Maximum Buildout Scenario.** This development option maximizes residential development in PA 1, PA 2, and PA 3. Given the proposed allowable development density for residential land uses (20 to 50 DU/acre), this option is considered the most intensive development scenario that could occur in the Project area. It is also reflective of the specific plan development maximums, which represent the most intensive development that could occur within the Project area.
- **Scenario 2.** This development option assumes less residential development and greater commercial development in PA 2 and PA 3, consistent with the equivalency factors outlined in Chapter 5 of the specific plan. Although this option increases commercial development, it would result in much less total residential development and is therefore considered less intensive than the Maximum Buildout Scenario. Scenario 2 is illustrative of a development scenario that could occur consistent with the specific plan development standards.

Both possible development patterns are consistent with the proposed Project's maximum allowable development density and other applicable standards. The proposed Project's assumed development capacities for the Maximum Buildout Scenario and Scenario 2 are summarized in Table 2-2 and Table 2-3.

Table 2-2: Maximum Buildout Scenario Development Capacity

Land Use District	PA	Acreage (Approximately)	Development Capacity	
			Multi-Family Residential	Commercial Non-Residential
Mixed-Use	1	61.9	3,240 DU	20,000 SF -
Mixed-Use	2	4.2		
Mixed-Use	3	9.4		
Industrial	4	92.8	Not allowed	1,806,290 SF
Public ROW	N/A	1.8	N/A	
IID Substation	N/A	2.4	N/A	
Interior ROW	N/A	10.4	N/A	
Total	**N/A**	**182.9**	**3,240 DU**	**1,826,290 SF**

Source: City of Indio, 2023b, Table 2-2

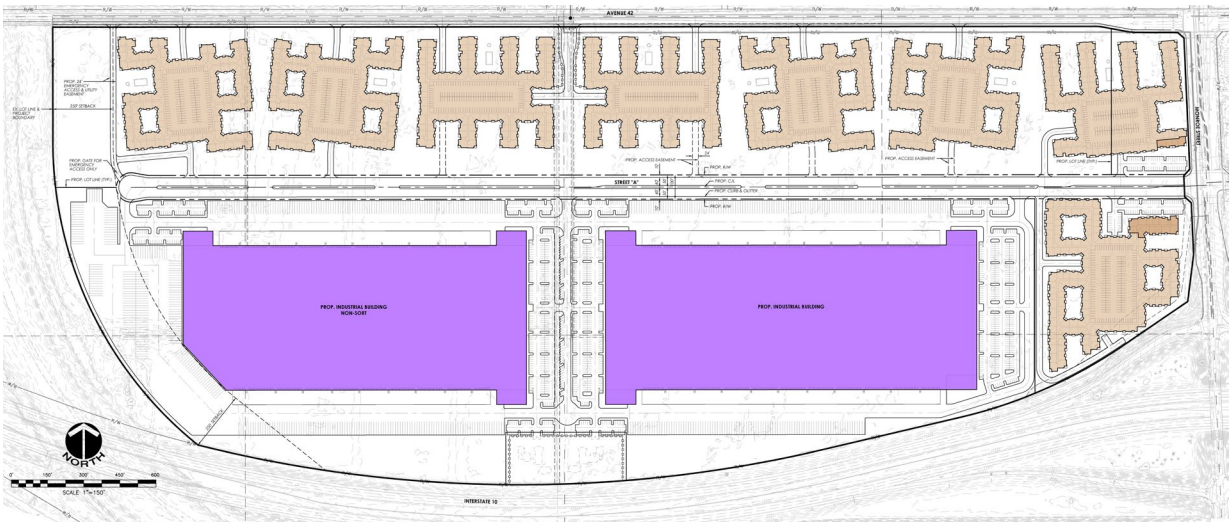
Table 2-3: Scenario 2 Development Capacity					
Land Use District	**PA**	**Acreage (Approximately)**	**Development Capacity**		
			Multi-Family Residential	**Non-Residential**	
Mixed-Use	1	61.9	1,237 DU	71,600 SF	128 Key Hotel/Motel
Mixed-Use	2	4.2			
Mixed-Use	3	9.4			
Industrial	4	92.8	Not allowed	1,806,290 SF	Not allowed
Public ROW	N/A	1.8	N/A		
IID Substation	N/A	2.4	N/A		
Interior ROW	N/A	10.4	N/A		
Total	**N/A**	**182.9**	**1,237 DU**	**1,877,890 SF**	**128 Keys**
Source: City of Indio, 2023b, Table 2-3					

As shown in Table 2-2 and Table 2-3, both development patterns would result in the same amount of industrial development in PA 4 (1,806,290 square feet, or SF), as well as the same amount of acreage allocated for public ROW, IID substation, and internal circulation needs (i.e., "A" Street). The primary difference between the two patterns is the amount of residential and commercial development. Whereas the Maximum Buildout Scenario assumes development in PA 1, PA 2, and PA 3, up to the specific plan maximum of 3,240 DUs and 20,000 SF of commercial non-residential space, Scenario 2 assumes greater commercial development and lesser residential development in PA 1, PA 2, and PA 3, resulting in 1,237 DUs, 71,600 SF of commercial non-residential space, and a 128-key hotel or motel development.

2.3.3 CONCEPTUAL SITE PLANS

Conceptual site plans were developed for the Maximum Buildout Scenario and Scenario 2 for the purposes of characterizing and evaluating the proposed Project's potential environmental effects. The conceptual site plan and associated development assumptions for the Maximum Buildout Scenario are shown in Figure 2-3, while the conceptual site plan and associated development assumptions for Scenario 2 are shown in Figure 2-4. The conceptual site plans are consistent with the development intensities listed in Table 2-1 and the overall development capacities shown in Table 2-2 (Maximum Buildout Scenario) and Table 2-3 (Scenario 2). It is noted that the site plans shown in Figure 2-3 and Figure 2-4 are conceptual only and exemplify possible layouts consistent with the proposed Project's development intensities and potential development capacities. Likewise, the specific development assumptions associated with each site plan were only used to characterize and evaluate the Project's potential environmental effects. The actual layout, orientation, type, and amount of residential and non-residential development that could occur in the Project area would be subject to market conditions.

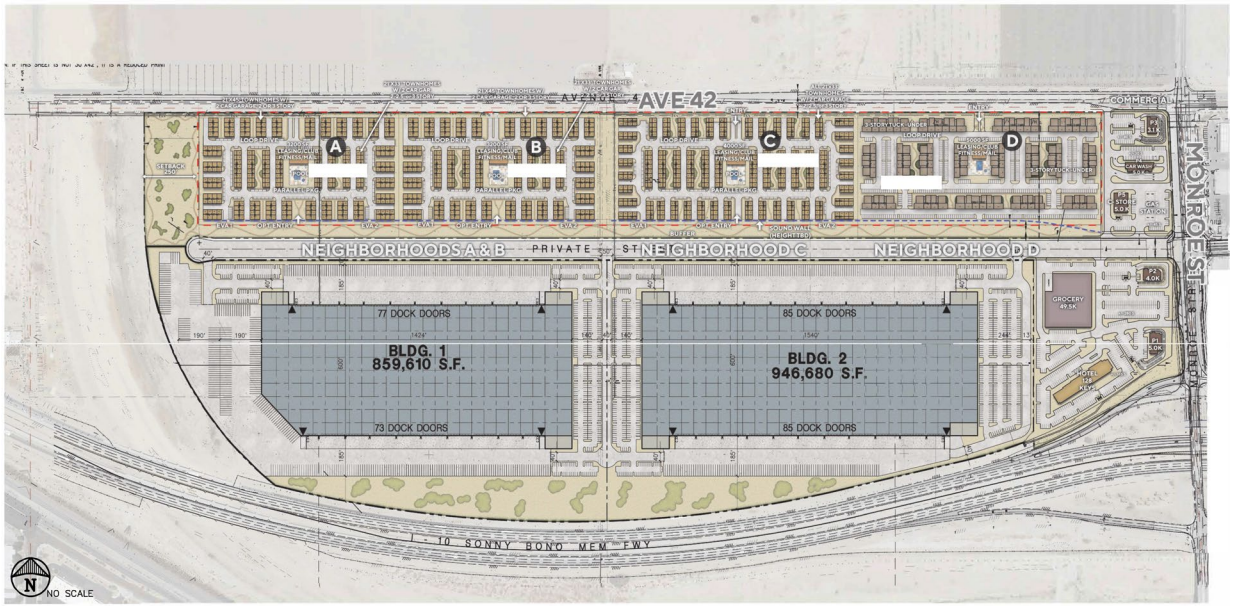
Figure 2-3:Maximum Buildout Scenario Conceptual Site Plan and Development Assumptions



Land Use District, PA, and Development Type	Development Assumption	
	Residential	Non-Residential
Mixed-Use District – PA 1, PA 2, and PA 3		
Low-rise Multi-Family Housing	3,240 DU	-
Strip Retail		20,000 SF
Industrial District – PA 4		
High Cube Fulfillment Center Warehouse Building 1 (Non-Sort)	-	859,610 SF
High Cube Fulfillment Center Warehouse Building 2 (Sort)	-	946,680 SF
Total Development	**3,240 DU**	**1,826,290 SF**

Source: MSA Consulting, 2023a and LLG, 2023a

Figure 2-4: Scenario 2 Conceptual Site Plan and Development Assumptions



Land Use District, PA, and Development Type	Development Assumption	
	Residential	Non-Residential
Mixed-Use District – PA 1		
Low-rise Multi Family Housing	1,237 DU	-
Mixed-Use District – PA 2		
Fast Food Restaurant (with Drive Thru)	-	3,100 SF
Gasoline Service Station (with Convenience Store)	-	5,000 SF
Automated Car Wash	-	5,000 SF
Mixed-Use District – PA 3		
Fast Food Restaurant (with Drive Thru)	-	9,000 SF
Supermarket	-	49,500 SF
Hotel	-	128 Keys
Industrial District – PA 4		
High Cube Fulfillment Center Warehouse Building 1 (Non-Sort)	-	859,610 SF
High Cube Fulfillment Center Warehouse Building 2 (Sort)	-	946,680 SF
Total Development	**1,237 DU**	**1,877,890 SF**
		128 Keys

Source: MSA Consulting, 2023b and LLG, 2023a

2.3.4 ACCESS, CIRCULATION, AND PARKING

The proposed Project includes a circulation plan to provide direct, safe, and convenient vehicular and non-vehicular access for residents, visitors, and employes travelling to, from, and through the Project area. The circulation plan was prepared in accordance with the results of a comprehensive traffic analysis that recommended roadway segment and intersection improvements to necessary to support the proposed Project (LLG, 2023a). Although specific access points and internal connection and circulation routes could vary depending on how the Project area is developed, access to and circulation within the Project area would primarily be provided via I-10, Monroe Street, Avenue 42, and newly constructed internal roads such as "A" Street, development driveways, etc. (see Figure 2-1 to Figure 2-4).

- **I-10** provides regional access to the Project area with ramps that connect to Monroe Street and other roads to the north and south of the Project area. The California Department of Transportation (Caltrans) plans to improve the Monroe Street I-10 westbound on-ramp which will require a portion of the land along the southeastern corner of the Project area, in PA 3, and result in the widening of Monroe Street south of the Showcase Parkway intersection. The proposed Project would not affect Caltrans' planned improvements to this I-10 on-ramp.
- **Monroe Street** forms the eastern boundary of the Project area. It connects to I-10, Showcase Parkway, and Avenue 42 and is a designated truck route. Monroe Street would provide direct access to PA 2 and PA 3 via new private driveways or development roads). It would also connect to the proposed new "A" Street that would run east-west across the Project area.
- **Avenue 42** forms the northern boundary of the Project area. It connects to Monroe Street on the east and Madison Street on the west and is also a designated truck route. Avenue 42 would provide direct access to PA 1 via new private driveways or development roads).
- **"A" Street** would run east-west across the site and separate PA 1 and PA 2 from PA 3 and PA 4. It would connect to Monroe Street opposite Showcase Parkway. "A" Street would provide primary access to PA 2, PA 3, and PA 4 and secondary access to PA 1 via new private driveways or development roads. Driveways and roads on the north side of A Street would provide access to PA 1 and PA 2. Driveways and internal circulation routes on the south side of A Street would provide access to PA 3 and PA 4 and would be restricted to left-in/right out turning movements only. These restrictions would safely direct residential trips to Avenue 42 and provide commercial and industrial trucks a direct route to and from I-10 via Monroe Street, thereby limiting truck traffic on Avenue 42.

As development proceeds, the proposed Project would make improvements to Monroe Street and Avenue 42 that are consistent with improvements identified in the city's General Plan Mobility Element. These improvements may include, but not be limited to, road widening, restriping, installation of sidewalks and bike lanes, and other mobility improvements.

Residential and commercial parking in PA 1, PA 2, and PA 3 would be provided for each individual future project in accordance with applicable development standards. Industrial parking in PA 4 would include truck, trailer, and employee vehicle parking areas around the perimeter of individual industrial buildings.

2.3.5 INFRASTRUCTURE AND UTILITIES

The proposed Project would require the installation of water, sewer, electric, natural gas, drainage, and other utility infrastructure. These utilities would generally be extended onto the site from existing

mains/services lines located under or along Monroe Street and Avenue 42. Within the Project area, utility mains would underly "A" Street and other private roadways, with spurs provided to individual development projects as needed.

2.4 PROJECT OPERATIONS

The proposed Project's land use plan (see Section 2.3.1) would support residential and non-residential development and is anticipated to be fully developed by 2033. Although specific details about future individual development projects are uncertain, the proposed Project is anticipated to have the following key operational characteristics that are relevant to the evaluation of potential air quality impacts. These characteristics are based on the proposed Project's planning standards and the potential development patterns and conceptual site plans for the Maximum Buildout Scenario and Scenario 2.

- **Mixed-Use Commercial and Retail Hours of Operation:** The proposed Project includes a performance standard that limits the operation of commercial and retail uses in a mixed-used development in PA 1, PA 2, or PA 3 to the hours of 7 AM to 10 PM daily unless modified by an administrative or conditional use permit. This limitation does not apply to developments consisting solely of commercial or retail uses.
- **Industrial Hours of Operation:** The Industrial District could operate 24 hours per day, 7 days per week. For 24-hour operations, employee shift changes are assumed to occur in the morning (approximately 7 to 8 AM), afternoon (approximately 3 PM to 4 PM), and nighttime (approximately 11 PM to 12 AM), with most employees working a daytime shift.
- **Vehicle Trip Generation:** The proposed Project's trip generation potential, as estimated in the Traffic Impact Analysis (TIA) prepared for the Project, is summarized in Table 2-4 (Maximum Buildout Scenario) and Table 2-5 (Scenario 2; LLG, 2023a). The trip generation estimates presented in these tables are consistent with the conceptual site plan and associated development assumptions shown in Figure 2-3 and Figure 2-4. Both land use options would result in the same amount of total daily industrial truck trips (1,720 gross daily truck trips); however, the Maximum Buildout Scenario would result in more total daily vehicle trips (31,505 net daily vehicle trips) than Scenario 2 (21,669 net daily vehicle trips).
- **Industrial Truck Trip Distribution:** The TIA prepared for the proposed Project identifies that 10% of in- and out-bound industrial truck traffic would come from Monroe Street south of the I-10 while the remaining 90% of industrial truck traffic would come from the I-10 (45% in each direction). North of the Monroe Street/I-10 ramps, the traffic analysis assumes 100% of industrial truck traffic would use "A" Street to access the Project area (LLG, 2023a).
- **Yard Equipment:** The Project could include the operation of up to 217 electric-powered forklifts, pallet jacks, and other material handling equipment, as well as up to 8 yard hostlers. This estimate is based on the average equipment usage at high cube warehouses as determined via survey (SCAQMD, 2014). Forklifts and pallet jacks equipment would primarily operate inside of industrial buildings and at dock areas, while yard hostlers would operate in truck and trailer parking areas.

Table 2-4: Project Trip Generation Rates for the Maximum Buildout Scenario			
Land Use Type	**AM Peak Hour**	**PM Peak Hour**	**Daily Trips**
Residential			
Low-rise Multi Family	1,296	1,652	21,838
Retail			
Strip Retail	*47*	132	1,089
Pass-by Trips	*-5*	*-53*	*-109*
Retail Total	42	79	980
Industrial Building 1 – High Cube Fulfillment Center Warehouse (Non-Sort)			
Passenger Cars	129	138	1,410
Truck Trips			
2-axle	0	0	39
3-axle	0	0	69
4-axle	0	0	258
Truck Subtotal	0	0	366
Building 1 Total	129	138	1,776
Industrial Building 2 – High Cube Fulfillment Center Warehouse (Sort)			
Passenger Cars	805	1,127	5,557
Truck Trips			
2-axle	0	0	142
3-axle	19	0	246
4-axle	28	28	966
Truck Subtotal	47	28	1,354
Building 2 Total	852	710	6,911
Total Project Trips	**2,319**	**3,024**	**31,505**
Source: LLG, 2023a, Table 5-2			

Table 2-5: Project Trip Generation Rates for Scenario 2			
Vehicle Type	**AM Peak Hour**	**PM Peak Hour**	**Daily Trips**
Residential			
Low-rise Multi Family	495	631	8,337
Internal Capture	*-47*	*-204*	*-2,313*
Residential Total	448	427	6,024
Retail			
Fast Food Restaurant with Drive-Through	540	400	5,657
Supermarket	142	443	4,645
Hotel	59	76	1,023
Gas Station with Convenience Store	433	364	4,114
Car Wash	71	71	710
Retail Subtotal	1,245	1,354	16,149
Internal Capture	*-404*	*-525*	*-6,736*
Pass-by Trips	*-421*	*-361*	*-1,688*
Retail Total	420	4,688	7,725
Industrial Building 1 – High Cube Fulfillment Center Warehouse (Non-Sort)			
Passenger Cars	129	138	1,410
Truck Trips			
2-axle	0	0	39
3-axle	0	0	69
4-axle	0	0	258
Truck Subtotal	0	0	366
Building 1 Total	129	138	1,776
Internal Capture	*-31*	*-6*	*-170*
Building 1 Total	98	132	1,606
Industrial Building 2 – High Cube Fulfillment Center Warehouse (Sort)			
Passenger Cars	805	1,127	5,557
Truck Trips			
2-axle	0	0	142
3-axle	19	0	246
4-axle	28	28	966
Truck Subtotal	47	28	1,354
Building 2 Subtotal	852	1,155	6,911
Internal Capture	*-201*	*-60*	*-597*
Building 2 Total	651	1,095	6,314
Total Project Trips	**1,617**	**2,122**	**21,669**
Source: LLG, 2023a, Table 16-2			

2.5 PROJECT CONSTRUCTION

The adoption of the proposed specific plan would not directly approve construction of any specific infrastructure or development project. Therefore, the specific construction means, methods, and phasing of future development projects in the Project area are not known for certain. Future project-specific construction activities would depend on the project type, size, and other factors; however, construction activities associated with typical development usually include mass grading, site preparation/fine grading, building construction, paving, and architectural coating operations.

Although detailed construction information is not available at this time, the Applicant anticipates certain construction activities that would facilitate future development in the Project area would proceed first, including mass grading of the approximately 183-acre Project area, the installation of A Street and utility mains, and the construction of the IID substation. These activities would grade the Project area, provide access to the interior of the Project area, and ensure adequate utility infrastructure is in place to support the timely development of future projects. The mass grading of the Project area is estimated to require the net import of up to approximately 2,525 cubic yards of soil.

2.5.1.1 Construction Schedule and Modeling Assumptions

Mass grading activities are assumed to begin as soon as the first quarter of 2025, followed closely by the installation of "A" Street and utility mains, and then the IID substation. The development of the Project area is likely to occur over multiple years, with full development anticipated to occur by the end of 2033. For the purposes of evaluating the potential environmental impacts that could result from Project-related construction activities, a series of different construction activity models were developed based on the conceptual site plan and associated development assumptions for the Maximum Buildout Scenario (see Figure 2-3) and Scenario 2 (see Figure 2-4). Like the conceptual site plans, the conceptual construction models are only used to characterize and evaluate the Project's potential construction impacts. The actual layout, orientation, type, and amount of residential and non-residential development that could occur in the Project area would be subject to market conditions. In addition, although full development of the Project area is not anticipated to occur before 2033, the construction modeling conducted for the Project assumes concurrent construction in PA 1, PA 2, PA 3, and PA 4. In actuality, it is possible that no construction could be occurring at any given time, or multiple projects could be occurring within the Project Area simultaneously. This approach (i.e., modeling a series of concurrent construction activities instead of one large, 186-acre construction project) was used because:1) the proposed Project area would not be developed as a single project due to its size and different allowable land uses; 2) the modeling of concurrent construction activities in a shorter-time period results in a worst-case construction impact analysis, and 3) modeling of different individual construction activities at the same time supports the identification of potential on- and off-site impacts.

The proposed Project's construction model assumptions are summarized in Table 2-6 and each construction model's geographic limits are shown in Figure 2-5 (Maximum Buildout Scenario) and Figure 2-6 (Scenario 2). A summary of each construction model's specific phase and schedule assumptions is provided in Table 2-7 (Maximum Buildout Scenario) and Table 2-8 (Scenario 2).

Table 2-6: Summary of Construction Modeling Assumptions			
Model Run	**Size**	**Modeled Development**	
		Residential	**Non-Residential**
General Site Development and PA 4			
01: Mass Grading	182.9 Acres	N/A	N/A
02: "A" Street	10.4 Acres	N/A	N/A
03: IID Substation	2.4 Acres	N/A	N/A
04: PA4 Southwest Industrial	48.8 Acres	N/A	859,510 SF
05: PA4 Southeast Industrial	44.0 Acres	N/A	946,680 SF
Maximum Buildout Scenario – PA 1, PA 2, and PA 3			
06: MBS PA1 Northwest Residential	28.5 Acres	1,215 DU	0 SF
07: MBS PA1 Northeast and PA2 Mixed-Use	39.2 Acres	1,620 DU	20,000 SF
Residential	*38.7 Acres*	*1,620 DU*	*N/A*
Strip Retail	*0.5 Acres*	*N/A*	*20,000 SF*
08: MBS PA3 Residential	9.5 Acres	405 DU	0 SF
Scenario 2 - PA 1, PA 2, and PA 3			
09: S2 PA1 Northwest Residential	28.5 Acres	446 DU	0 SF
10: S2 PA1 Northeast Residential	34.4 Acres	794 DU	0 SF
11: S2 PA2 Commercial	4.6 Acres	0 DU	13,100 SF
Convenience Market with 16 Gas Pumps	*0.1 Acres*	*N/A*	*5,000 SF*
Fast Food Restaurant with Drive Thru	*0.1 Acres*	*N/A*	*3,100 SF*
Carwash	*0.1 Acres*	*N/A*	*5,000 SF*
12: S2 PA3 Commercial	*9.9 Acres*	*0 DU*	*58,500 SF*
Supermarket	*1.1 Acres*	*N/A*	*49,500 SF*
Fast Food Restaurant with Drive Thru	*0.2 Acres*	*N/A*	*9,000 SF*
128-Key Hotel	*4.3 Acres*	*N/A*	*185,856 SF(A)*

Source: MIG 2023 (see Appendix B).
(A) Square footage estimate for the 128-key hotel was generated using CalEEMod default assumptions.

Figure 2-5: Maximum Buildout Scenario Construction Models

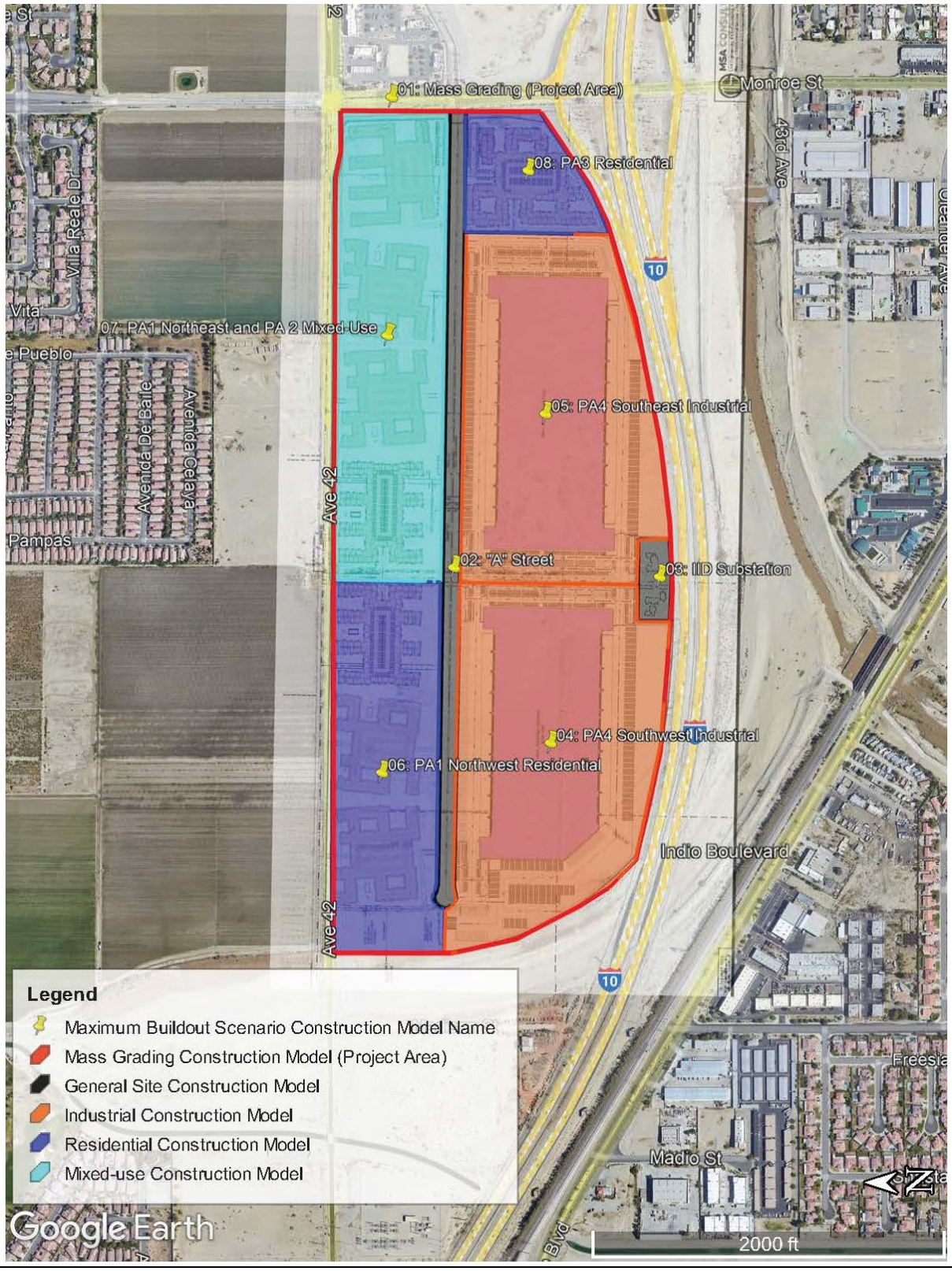


Figure 2-6: Scenario 2 Construction Models

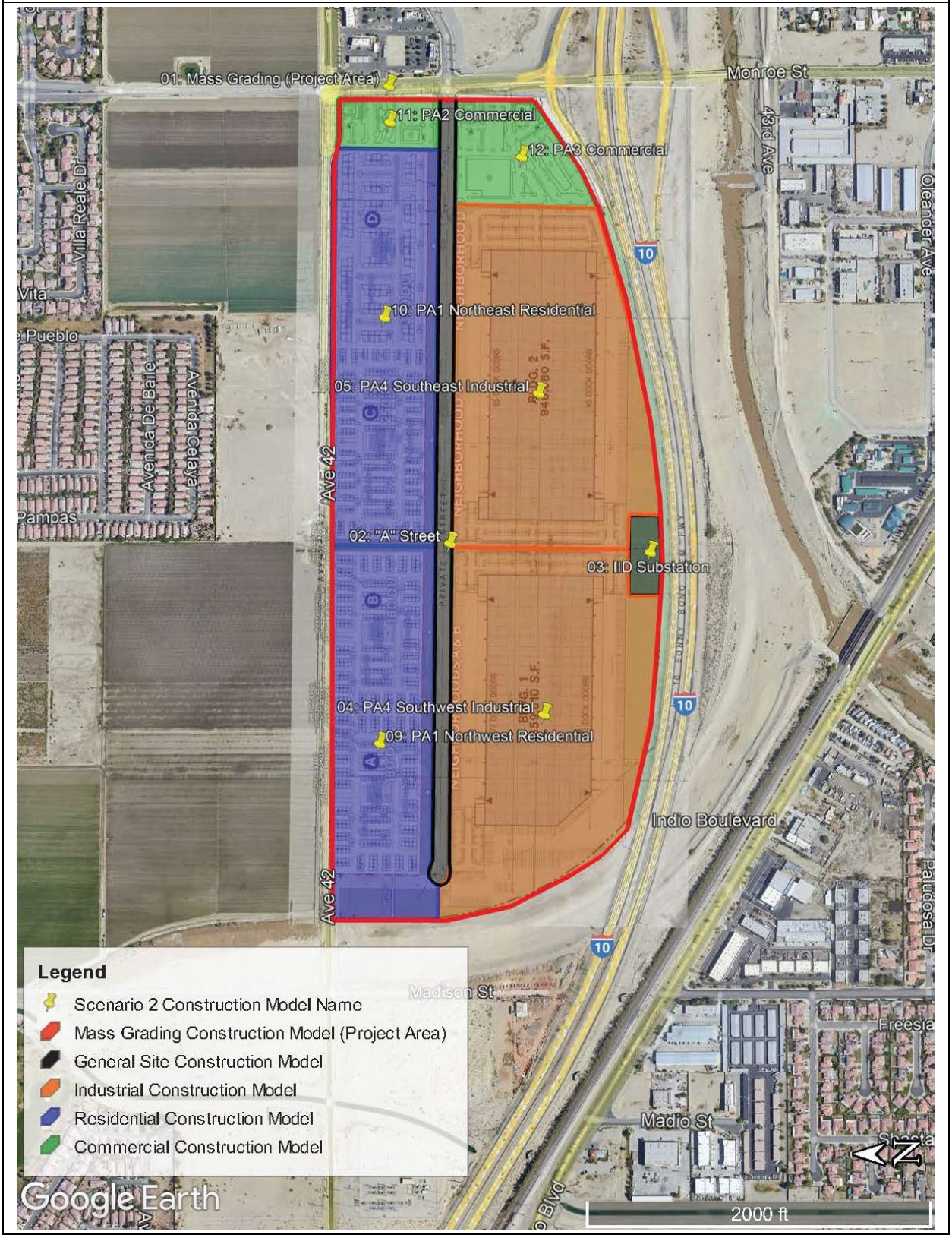


Table 2-7: Summary of Maximum Buildout Scenario Construction Model Run Schedules								
2025	**01: Mass Grading**	**02: "A" Street**	**03: IID Substation**	**04: PA4 Southwest Industrial**	**05: PA4 Southeast Industrial**	**06: MBS PA1 Northwest Residential**	**07: MBS PA1 Northeast and PA 2 Mixed-Use**	**08: MBS PA3 Residential**
Jan	SPR, G							
Feb	G							
Mar		SPR						
Apr		U,P	SPR					
May		P	BC	SPR	SPR	SPR	SPR	SPR
Jun			BC	SPR, BC	SPR, BC	SPR, BC	SPR, BC	BC
Jul – Dec			BC	BC	BC	BC	BC	BC
2026								
Jan - Feb			BC	BC	BC	BC	BC	BC
Mar			BC, P, AC	BC	BC	BC	BC	BC
Apr				BC	BC	BC	BC	BC
May				BC	BC	BC	BC	BC, P
Jun				BC	BC	BC	BC	P, AC
Jul				BC	BC	BC	BC	AC
Aug – Oct				BC	BC	BC	BC	
Nov				BC, P	BC, P	BC	BC	
Dec				P, AC	P, AC	BC	BC	
2027								
Jan				AC	AC	BC	BC	
Feb - Apr						BC	BC	
May						BC	BC	
Jun						P, AC	BC	
Jul						AC	BC	
Aug - Dec							BC	
2028								
Jan – Mar							BC	
Apr							BC, P	
May							P	
Jun							P, AC	
Jul							AC	
Aug							AC	

Note: SPR = Site Preparation (SPR is used to avoid confusion with "SP" for Specific Plan); G = Grading; U = Utility Installation; BC = Building Construction, P = Paving, AC = Architectural Coatings

Table 2-8: Summary of Scenario 2 Construction Model Run Schedules									
2025	**01: Mass Grading**	**02: "A" Street**	**03: IID Substation**	**04: PA4 Southwest Industrial**	**05: PA4 Southeast Industrial**	**09: S2 PA1 Northwest Residential**	**10: S2 PA 1 Northeast Residential**	**11: S2 PA 2 Commercial**	**12: S2 PA 3 Commercial**
Jan	SPR, G								
Feb	G								
Mar		SPR							
Apr		U, P	SPR						
May		P	BC	SPR	SPR	SPR	SPR	SPR, BC	SPR, BC
Jun			BC	SPR, BC	SPR, BC	SPR, BC	SPR, BC	BC	BC
Jul - Dec			BC	BC	BC	BC	BC	BC	BC
2026									
Jan - Feb			BC	BC	BC	BC	BC	BC	BC
Mar			BC, P, AC	BC	BC	BC	BC	BC	BC
Apr				BC	BC	BC	BC	BC, P, AC	BC
May				BC	BC	BC	BC	AC	BC
Jun				BC	BC	BC	BC		BC
Jul				BC	BC	BC	BC		BC, P
Aug				BC	BC	BC	BC		P, AC
Sep				BC	BC	BC	BC		AC
Oct				BC	BC	BC	BC		
Nov				BC, P	BC, P	BC	BC		
Dec				P, AC	P, AC	BC	BC		
2027									
Jan				AC	AC	BC	BC		
Feb - Apr						BC	BC		
May						BC, P	BC		
Jun						P, AC	BC		
Jul						AC	BC		
Aug - Dec							BC		
2028									
Jan - Mar							BC		
Feb							BC		
Mar							BC		
Apr							BC, P		
May							P		
Jun							P, AC		
Jul							AC		
Aug							AC		

Note: SPR = Site Preparation (SPR is used to avoid confusion with "SP" for Specific Plan); G = Grading; U = Utility Installation; BC = Building Construction, P = Paving, AC = Architectural Coatings

2.6 SPECIFIC PLAN COMPONENTS THAT REDUCE ENERGY AND GHG EMISSIONS

The proposed Project includes goals, standards and design guidelines that would reduce potential energy consumption and GHG emissions.

Section 1.4 of the Oasis at Indio Specific Plan includes the following goals that are related to energy consumption and GHG emissions:

- **Goal:** Where industrial uses are near existing and planned residential development, ensure that industrial projects be designed to limit the impact of truck traffic, air, and noise pollution.
    - Create a high-quality development that provides industrial land use activity adjacent to I-10.
    - Encourage site plan designs to provide appropriate setbacks and/or design features that reduce negative impacts at the source.
    - Encourage industrial land uses that accommodate buildings with loading bays that have a short direct access route to I-10 on- and off-ramps.
    - Design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
    - Utilize existing designated truck routes and develop a safe and efficient system for delivering goods and services.
- **Goal:** Ensure the circulation network provides a safe and efficient level of connectivity for commercial and passenger vehicles, bicyclists, and pedestrians.
    - Establish pedestrian connections between residential and retail commercial developments.
    - Develop sidewalks for pedestrian use where existing gaps exist.
    - Establish the opportunity for a Multi-Modal Transportation Network that serves all users and modes in a healthy, equitable manner.
    - Encourage commercial/retail developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.
    - Encourage residential and non-residential developments within a ½ mile radius of existing or planned transit stops, particularly along Avenue 42, to facilitate and take advantage of transit service, reduce vehicle trips, and allow residents without private vehicles to access services.
    - Design a circulation network that provides pedestrians and bicyclists safe transit on existing designated arterial and boulevard truck routes.

Chapter 3 of the specific plan establishes the following use restrictions and standards for development in the Project area:

- **3.3.3 Air Contaminants:** Uses, activities, and processes shall not operate in a manner that emits excessive dust, odor, fumes, smoke, or particulate matter, unless authorized under Federal, State, or local law. Sources of air emissions shall comply with all rules established by the Environmental Protection Agency (Code of Federal Regulations, Title 40), the California Air Resources Board, and the South Coast Air Quality Management District (SCAQMD). The city shall consult, when appropriate, with SCAQMD to determine which uses shall be equipped with emission-control devices or measures to preclude fugitive dust and particulate emissions from

the site. Such devices or measures shall be approved by SCAQMD prior to issuance of a building permit or other approval authorizing construction activities. All devices shall be maintained by the owner.

- **3.3.7 Hours of Operation:** The hours of operation for commercial/retail uses in a mixed-use development shall be no earlier than 7 AM and no later than 10 PM daily unless modified by an administrative or conditional use permit. The hours of operation for industrial warehouse use may operate 24 hours daily.
    - Construction hours of operation: It shall be unlawful for any person to operate, permit, use, or cause to operate construction equipment outside the hours listed in Table 2-9. However, the Community Development Director and/or city Engineer shall have the authority to allow hours for construction as needed.

Table 2-9: Proposed Project Construction Hours of Operation		
Day	**Pacific Standard Time**	**Pacific Daylight Time**
Monday thru Friday	7 AM through 6 PM	6 AM through 6 PM
Saturday	8 AM through 6 PM	7 AM through 6 PM
Sunday and Government Holidays	9 AM through 5 PM	9 AM through 5 PM
Source: City of Indio, 2023, Section 3.3.7		

- **3.3.8 Loading:** Loading, unloading, and all service and maintenance activities shall be conducted within the hours of operation for commercial/retail uses in a mixed-use development (no earlier than 7 AM and no later than 10 PM unless modified by administrative or conditional use permit)
- **3.5.1.3: Supplemental Industrial Development Standards (PA 4):** Semi-truck idling shall be restricted to five minutes.

Chapter 4 of the specific plan establishes design guidelines for development in the Project area, including:

- **4.1 Multi-Family Guidelines - Exterior Design**
    - Encourage sustainable building practices.
    - Encourage the use of building techniques and materials that relate to Indio's warm and dry desert climate. Promote solar control and the use of shade in building design and associated pedestrian amenities.
- **4.4 Landscape**
    - Conveniently placed bike racks near commercial corridors and visible from a variety of destinations will increase alternative modes of transportation.
- **4.5 Landscape Architectural Concepts**
    - Desert shade trees at industrial entries and parking areas
- **4.7 Landscape Sustainability and Energy Efficiency**
    - The plant palette shall utilize a low maintenance and low water palette.

- Landscaping and irrigation plans and systems shall comply with all city ordinances relating to water efficiency and shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to produce deep root irrigation. The water use calculations for this system will be prepared and submitted per Indio Water Authority's irrigation design requirements. .
- Encourage the use of building techniques and materials that relate to Indio's warm and dry desert climate. Promote solar control and the use of shade in building design and associated pedestrian amenities.

The proposed Project's development standards and design guidelines are part of the proposed Project and are reflected in the emissions estimates and impact analyses contained in this Report, where possible; they are not mitigation measures.

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3 ENERGY SETTING AND REGULATORY FRAMEWORK

This chapter provides information on the environmental and regulatory energy setting of the proposed Project. Information on existing energy conditions, and federal, state, and local energy standards and goals was obtained from the United States Environmental Protection Agency (U.S. EPA), United States Energy Information Administration (U.S. EIA) the California Energy Commission (CEC), Imperial Irrigation District, and Southern California Gas (SoCal Gas).

3.1 ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. The following describes the various types of energy, as well as where the energy is generated, how it is used, and the quantities in which it is consumed.

3.1.1 ELECTRICITY

Electricity is the flow of electrical power or charge (i.e., the movement of electrons between atoms). It is produced by converting sources of primary energy such as coal, natural gas, nuclear, hydropower, wind, and solar, into electrical power through various means.

Generators and solar photovoltaic (PV) cells are two of the primary pieces of equipment used to produce and supply electricity to the grid. The following describes the processes through which electricity is generated by these pieces of equipment.

- **Generators.** Turbine generators convert mechanical or chemical energy into electricity. At its simplest form, an electrical generator is an electromagnet, moving wire near a magnet to direct the flow of electricity. Turbine generators do this by using a moving fluid (e.g., water, steam, combustion gases, or air) to push rotator blades that are attached to a generator. The rotation of magnets and wires within the generator produces an electromagnetic current, directing electrical flow.
- **Solar Photovoltaic Cells**. Solar photovoltaic (PV) cells convert solar energy directly into electricity. They are made up of semiconductor material that absorbs sunlight and generates an electrical current. This current is captured and transferred to wires so that it can be utilized at a different location.

Electricity production can be grouped into two main categories; electricity that is generated from renewable sources (e.g., solar and wind) and electricity that is generated from non-renewable sources (e.g., fossil fuel combustion). Table 3-1 and Table 3-2 summarize the primary renewable and non-renewable sources of electricity, respectively, as well as how the energy from the various sources is converted into electricity.

Table 3-1: Renewable Sources of Electricity Production	
Source	**Electricity Production Process**
Wind	Wind can be converted to electricity through the use of a wind turbine (historically referred to as "windmills"). Electricity from this source is produced when wind causes the turbine's blades to turn. The amount of electricity generated by a wind turbine is dependent on a number of factors, but is primarily related to how much wind energy can be collected at a given time. Wind turbines with longer blades have the capacity to generate more electricity than those with smaller blades, because they can collect more of the wind's energy. A small wind turbine could generate a similar output as a larger one, but the smaller one would need to be subject to higher wind speeds. Wind power plants, or wind farms, are composed of multiple wind turbines spread out over a large area.
Solar	The sun's energy can be converted into electricity by using solar PV cells, which produce electricity when photons from the solar energy are absorbed by the semiconductor material in the PV cell. Electrons are dislodged from the semiconductor material and absorbed by electrical conductors, which are connected in an electrical circuit. Electricity flows through the electrical circuit to an external device, such as a battery or an inverter.(A) Solar energy production can be increased with additional PV cells. PV cells can be connected in solar panels, and groups of solar panels can be connected into a solar array. One PV cell may power small devices such as calculators, small solar arrays may power individual residential or commercial buildings, and large arrays may produce power for utilities.
Hydroelectric	Hydroelectric energy is produced by using a naturally-flowing water source (e.g., from a river or dam) to spin the blades of a turbine, which is typically located on or adjacent to the body of water. Water is piped from a location upstream of the facility, through the turbine, and released back into the environment on the downstream side of the facility. The amount of electricity produced by a hydroelectric generator can be regulated by controlling the amount of water flowing through the turbine at a given time (e.g., greater water flow would produce more electricity).
Geothermal	Geothermal energy is produced by utilizing underground high-temperature hydrothermal resources to create steam (or superheat evaporate and other working fluid) that turns a turbine. Hot water is piped in one side of the system, used to turn the turbine, then piped back to a cooling tower before being piped underground. These power plants can pipe steam or hot water from wells that reach up to two miles into the earth.

Source: U.S. EIA 2022a

(A) An inverter is a device that converts the type of electricity that is produced by PV cells (direct current, or DC, electricity) to the type of electricity that is used in appliances or in an electrical grid (alternating current, or AC electricity).

Table 3-2: Non-Renewable Sources of Electricity Production	
Source	**Electricity Production Process**
Fossil Fuels	Combusting fossil fuels releases energy that can be harnessed and turned into electricity. The change in air pressure as a result of burning the material can be used to create a mechanical process that rotates a generator (e.g., using the hot air from the combusted material to move rotator blades within a generator or pistons within an internal combustion engine). Fossil fuels are hydrocarbons formed from plant and animal remains that were placed under heat and pressure from layers of sand, silt, and rock. Fossil fuels can include coal, crude oil, and natural gas. Petroleum products such as gasoline and diesel are produced from refining fossil fuels.
Nuclear	Nuclear reactors convert energy to electricity by using the heat from a nuclear reactor to evaporate water (i.e., producing steam) that rotates a turbine. Although nuclear energy is not renewable, it is often considered "green" and considered alongside renewable sources because it is a carbon-free source of electricity.
Source: U.S. EIA 2022a	

Electricity production relies on different energy sources and technologies. A combination of the renewable and nonrenewable energy sources described above are used to generate electricity.

Electricity is measured in watts, a unit of power. Watts may be described in various quantities using kilo-, mega-, and giga-, prefixes, which correspond to one-thousand, one-million, and one-billion of something, respectively. For context, these prefixes are typically used in the following contexts when describing electricity production and consumption.

- **Watts** are used as a measurement for small devices. For example, the solar powered calculator may use 1 Watt. A lightbulb may use 50 Watts.
- **Kilowatts (kW)**, or 1,000 Watts, are typically used to describe large appliance and building-scale electricity consumption. For example, the average Californian household consumed 6,174 kWh of electricity in 2019 (CEC 2021a).
- **Megawatts (MW)**, are 1,000 kW, or one million Watts. Megawatts may be used when discussing utility systems.
- **Gigawatts (GW)**, are 1,000 MW, one million kW, or one billion watts. Gigawatts may used when discussing statewide electricity generation. For example, in 2021, California generated 194,127 GWh of electricity in-state (U.S. EIA 2022b).

Electricity use over time can be measured in watt-hours (Wh), where, for example, one kWh is the equivalent of one kW generated or consumed over the course of one hour. For example, if a 50 W lightbulb was on for one hour it would consume 5 Wh (or 0.05 kWh) of electricity. If it was on for 100 hours, it would consume 5 kWh of electricity.

3.1.2 NATURAL GAS

Natural gas is a fossil fuel-based energy source that is typically found between layers of rock or with deposits of crude oil. Natural gas can be extracted by drilling in wells or fracking. After extraction, natural gas is sent to a processing facility and then to storage or to natural gas companies.

Biomethane, also known as renewable natural gas, can be used as a substitute for fossil natural gas. Biomethane is a gas formed from the decomposition of organic matter, composed primarily of methane and carbon dioxide. It can be produced from solid waste landfills, wastewater treatment plants, food waste, organic waste, and livestock farms. Biomethane is then treated to remove contaminants and gases such as carbon dioxide until the methane content is greater than 90% (U.S. EPA 2022a).

Natural gas can be measured in units such as therms or British thermal units (Btu), which are quantities of heat, or cubic feet, which is a volume. The U.S. EIA defines a Btu as the quantity of heat required to raise the temperature of 1 pound of liquid water by 1 degree Fahrenheit at the temperature at which water has its greatest density (approximately 39 degrees Fahrenheit) (U.S. EIA 2023a). One therm is the equivalent of 100,000 Btu. Since heat quantity and volume cannot be converted directly, there is not one conversion rate between therms and cubic feet. However, the units can be converted if the heat content per volume is known. The average heat content of natural gas in 2020 was approximately 1,037 Btu per cubic foot (U.S. EIA 2021a).

3.1.3 TRANSPORTATION

Fuels used for transportation may include diesel, gasoline, natural gas, electricity, and hydrogen. Diesel, gasoline, and natural gas fuels have traditionally been refined from crude oil. Combusting these fuel sources in an engine releases energy that can be transferred into making an object move (e.g., rotating a vehicle's driveshaft or a boat's propeller). Diesel, which can also be biomass based,[2] is typically used in larger pieces of equipment, such as trucks, trains boats, buses, farm equipment, and construction equipment. Gasoline (which may be blended with other liquids, such as ethanol), electricity, and hydrogen fuel cells[3] are primarily used to power passenger vehicles.

3.1.4 HISTORICAL AND CURRENT ENERGY PRODUCTION AND CONSUMPTION HABITS

3.1.4.1 National

Total U.S. energy consumption has increased in recent decades; however, per capita energy consumption has generally decreased since the year 2000. This is due to factors such as greater energy efficiency in appliances, vehicles, and utility scale electricity generation and a reduction in energy-intensive manufacturing (U.S. EIA 2022c). The following describes historical energy production and consumption trends in the U.S.

Electricity

The mix of energy sources for U.S. electricity generation has shifted in recent decades, but has primarily consisted of electricity generated from natural gas, coal, nuclear, hydroelectric, wind, and solar energy sources. Table 3-3 and Figure 3-1 depict the overall quantity and make-up of electricity of electricity production in the U.S. over the last six years.

[2] Biodiesel and renewable diesel are both produced from non-petroleum sources such as vegetable oil and animal fat. Biodiesel is consumed after it is blended with petroleum diesel. While renewable diesel may also be blended with petroleum diesel, renewable diesel can be transported and consumed directly without needing to be blended with petroleum.

[3] Hydrogen fuel cells can produce electricity by combining hydrogen and oxygen atoms.

Table 3-3: United States Electricity Generation (2015 to 2021)

Energy Source	Electricity Produced Per Calendar Year (Million GWh)						
	2015	2016	2017	2018	2019	2020	2021
Natural Gas	1,335	1,379	1,298	1,472	1,589	1,627	1,579
Coal	1,352	1,239	1,206	1,149	965	773	898
Nuclear	797	806	805	807	809	790	778
Hydroelectric	249	268	300	293	288	285	252
Wind	191	227	254	273	296	338	378
Solar	39	55	77	93	107	131	164
Other(A)	116	104	95	94	77	66	59
Total Electricity	4,079	4,078	4,035	4,181	4,131	4,010	4,108
Fossil Fuels(B)	*2,687*	*2,618*	*2,504*	*2,621*	*2,553*	*2,400*	*2,477*
Non-Hydroelectric Renewables(C)	*230*	*282*	*332*	*366*	*403*	*469*	*543*
Total Carbon Free Electricity(D)	*1,276*	*1,355*	*1,437*	*1,466*	*1,500*	*1,544*	*1,572*

Sources: U.S. EIA 2022d and U.S. EIA 2022e

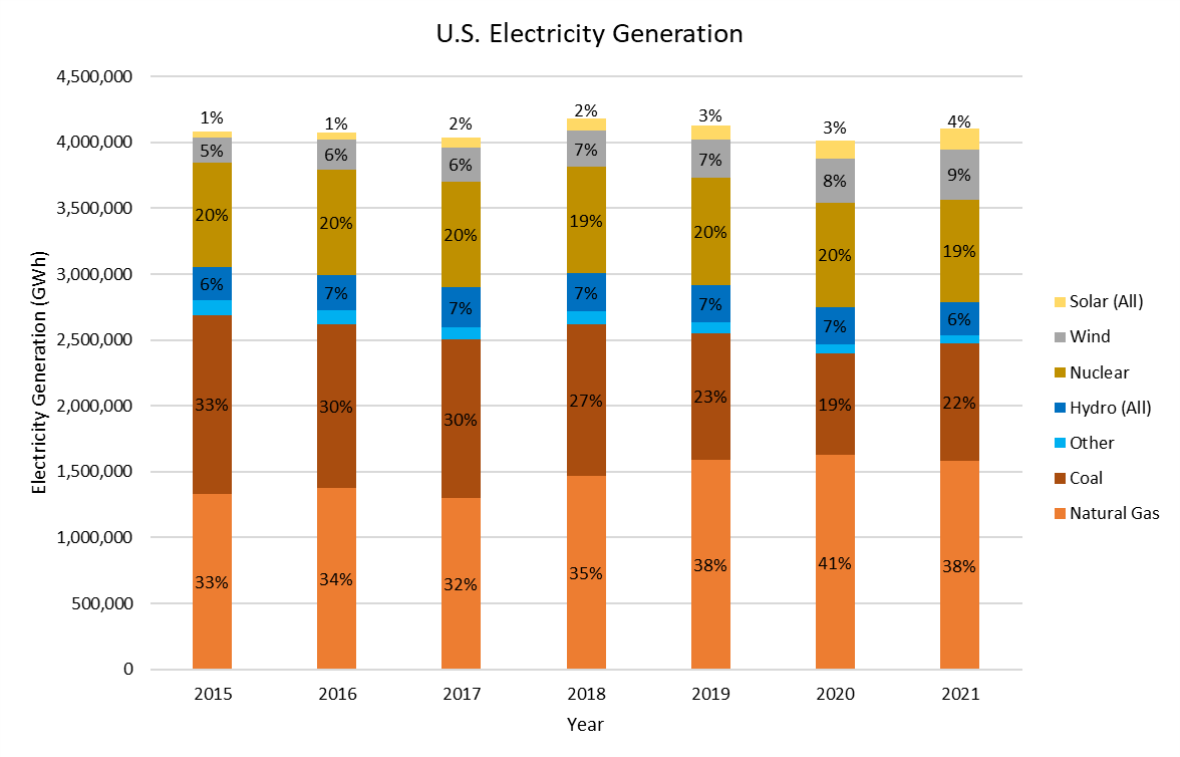
(A) "Other" sources include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass.

(B) Fossil fuels include natural gas and coal.

(C) Non-hydroelectric renewables include wind and solar.

(D) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels.

Figure 3-1: United States Energy Sources for Electricity Generation (2015 to 2021)



Source: U.S. EIA 2022d and U.S. EIA 2022e

Note: The percentages for "Other" sources are not depicted in the figure, but generally include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass. Annual values for the "Other" energy sources between 2015 and 2021 ranged between 3 percent in 2015 to 1 percent in 2021.

As shown in Table 3-3 and Figure 3-1, electricity production had some variability between 2015 and 2021, but mainly fluctuated between 4,000 and 4,100 million GWh of production on an annual basis.

Electricity production from fossil fuels (natural gas and coal), while remaining the predominant source of energy for electricity, decreased from a combined composition of approximately 66% in 2015 to approximately 60% in 2021. It should also be noted that there was a large shift away from coal and toward natural gas over this timeframe. Whereas the total contribution from coal and natural gas to electricity production during 2015 was approximately equal at 33%, during 2021, this changed to a contribution of 38% and 22% for natural gas and coal, respectively; a 16% difference.

Nuclear power plants were the second largest generator of electricity nation-wide, while electricity from renewable sources (e.g., solar, wind, hydroelectric) comprised less than a quarter of all electricity production. The overall electricity contribution from renewable sources, and in particularly wind energy, almost doubled over the 2015 to 2021 timeframe.

Natural Gas

Natural gas consumption nationwide has increased in recent decades. In 1990, the U.S. consumed 198 trillion therms of natural gas, which increased to approximately 217 trillion therms in 2021 (U.S. EIA 2012 and 2022f).

Transportation Fuels

Petroleum products (e.g., gasoline and diesel) have historically been the predominant form of energy used within the transportation sector. Annual daily consumption of gasoline in the transportation sector increased from approximately 85.7 billion gallons per year in 1970 to approximately 129.3 billion gallons per year in 2021, an approximately 51% increase (U.S. EIA 2023b). Gasoline consumption has fluctuated slightly since 2007 (i.e., increasing and decreasing) but has generally remained at or around 135 billion gallons per year, deviating only from the trend at the start of the COVID-19 pandemic in 2020. The use of diesel fuel increased at a substantially faster rate across the 1970 to 2021 timeframe, from approximately 11.3 billion gallons of consumption in 1970 to approximately 47.1 billion gallons in 2021, an approximately 317% increase (U.S. EIA 2023b). Unlike gasoline consumption, which is still slightly down from pre-COVID-19 levels, diesel consumption has generally remained constant. Although petroleum productions are the primary forms of energy used within the transportation sector, other fuels are used to lesser extents, including jet fuel (also petroleum), natural gas, biofuels, and other sources (e.g., fuel oil, lubricants, propane, and electricity).

In 2021, petroleum products (gasoline, diesel, and jet fuel) accounted for approximately 90% of energy consumption in the transportation sector nationwide (U.S. EIA 2022g). Gasoline is currently the main transportation fuel used in the U.S., accounting for approximately 54% of energy consumption in the transportation sector, and is followed by diesel at 23% and jet fuel at 11% (U.S. EIA 2022h). Electricity accounted for less than one percent energy consumption in the U.S. transportation sector in 2021 (U.S. EIA 2022h).

3.1.4.2 State

According to the U.S. EIA, California is the most populous state in the U.S., representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and

implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (U.S. EIA 2022i).

Electricity

As discussed above, California has one of the lowest per capita energy consumption levels in the U.S, which, in part, is attributable to its extensive efforts to increase energy efficiency. The State has also passed several legislative bills that have required retail-energy suppliers to increase the amount of renewable electricity supplied to customers. California's annual electricity generation and the sources that created it for the 2015 through 2021 calendar years are presented below in Table 3-4 and Figure 3-2.

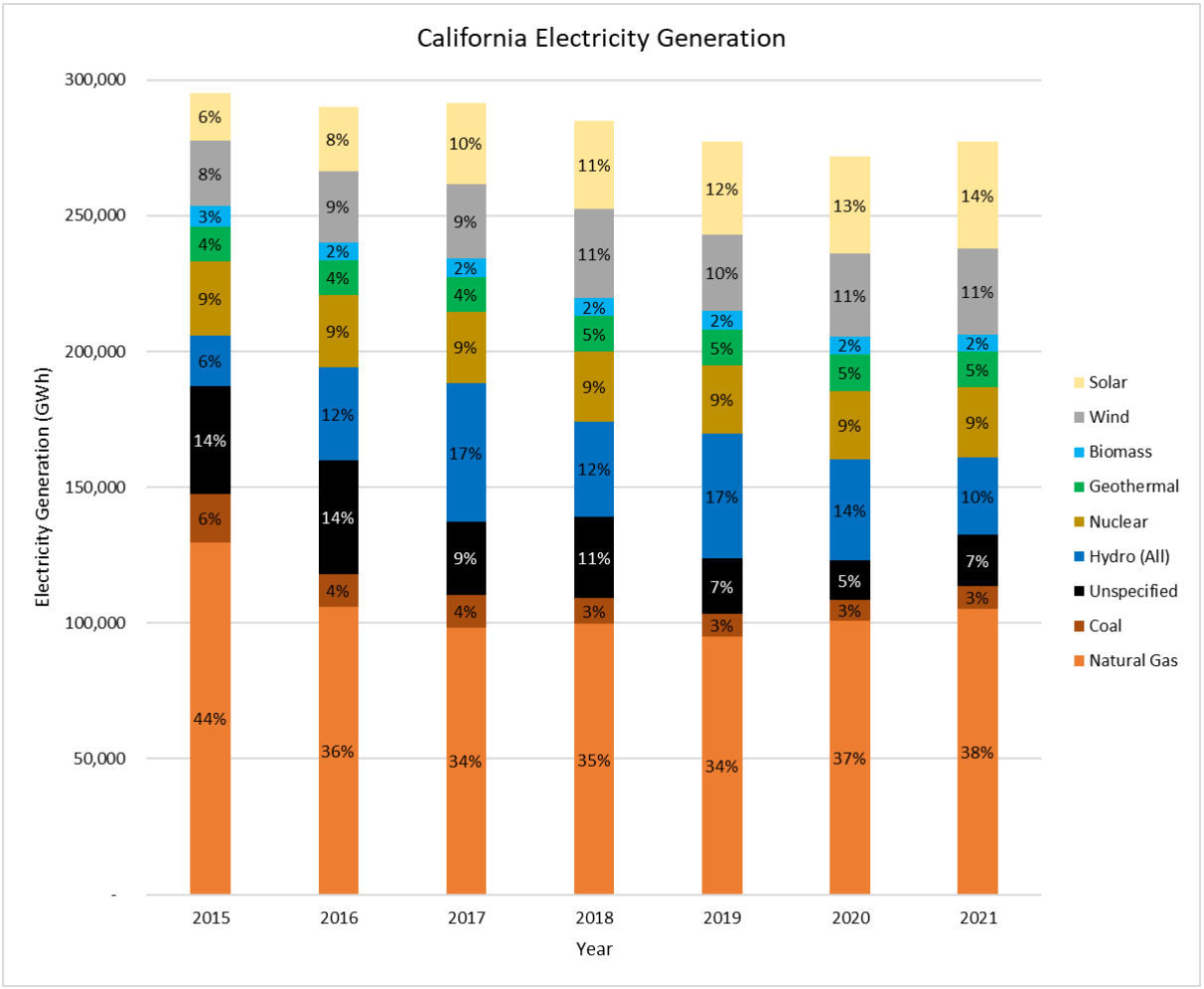
Table 3-4: California Electricity Generation (2015 to 2021)

Energy Source	Electricity Produced Per Calendar Year (Thousand GWh)						
	2015	2016	2017	2018	2019	2020	2021
Natural Gas	130	106	98	100	95	101	105
Coal	18	12	12	9	8	7	8
Petroleum / Other	<0.1	<0.1	<0.1	<0.1	<0.1	1	1
Nuclear	27	27	27	26	25	25	26
Hydroelectric	19	19	20	20	20	20	19
Wind	24	26	27	33	28	30	32
Solar	18	24	30	33	34	36	39
Biomass	1	1	1	1	1	1	1
Unspecified(A)	40	42	27	30	20	20	19
Total Electricity(B)	295	291	292	285	278	273	278
Fossil Fuels(C)	*148*	*118*	*111*	*110*	*104*	*109*	*114*
Non-Hydroelectric Renewables(D)	*62*	*69*	*77*	*85*	*82*	*86*	*90*
Total Carbon Free Electricity(E)	*108*	*115*	*123*	*130*	*127*	*132*	*136*

Sources: CEC 2022a, U.S. EIA 2022d

(A) "Unspecified" power is power that could not be traced to a facility, and would include a mix of fuel types
(B) Totals may not equal due to rounding
(C) Fossil fuels include natural gas and coal.
(D) Non-hydroelectric renewables include wind and solar.
(E) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels.

Figure 3-2: California Energy Sources for Electricity Generation (2015 to 2021)



Sources: CEC 2016, CEC 2017, CEC 2018, CEC 2019, CEC 2020, CEC 2021b, CEC 2022a
Note: Unspecified power is power that could not be traced to a facility and would include a mix of fuel types.

As shown in Table 3-4 and Figure 3-2, overall electricity consumption throughout the State has decreased over the 2015 to 2021 timeframe, from approximately 295 million GWh to 278 million GWh (an approximately 6 percent decrease). Perhaps more notable than the overall decrease in electricity production, however, is the change in the electricity energy portfolio. As shown in Figure 3-2, electricity production from natural gas and coal power plants has decreased from a combined total of 50% of the total energy supply, to approximately 41%. Biomass, geothermal, and nuclear sources have remained relatively constant at 2%, 4% to 5%, and 9%, respectively, while electricity generated from geothermal, wind, and solar sources has increased. Electricity production from solar had one of the biggest relative increases in electricity production, increasing from approximately 6% to 14% between 2015 and 2021, respectively, (an approximately 150% increase). In 2021,over half of California's electricity was generated from carbon-free sources, including renewables, nuclear, and hydroelectric.

Similar to U.S. electricity generation, California electricity generation has shifted, with coal decreasing, renewables increasing, and nuclear and hydroelectric remaining relatively constant. However, while the direction of the shift in energy sources on the national and statewide level is the same, the state differs from U.S. energy consumption in the scale of this shift. For example, California's energy mix used

for electricity generation contains over twice the amount of renewable fuels as the U.S.[4] California also uses a lower percentage of fossil fuels, mainly due to its low coal consumption.

Natural Gas

Annual natural-gas consumption in the State has fluctuated since the 1970s, but generally remained at or around 16,000 million therms since the 1990s (U.S. EIA 2022j). Although California has historically accounted for approximately 10% of annual nationwide natural gas consumption, its reserves and production constitute less than 1% of the total United States (U.S EIA 2022i and U.S. EIA 2022k).

In 2020, California consumed about 15,120 million therms of natural gas, with the majority of that consumption attributable to the industrial sector (50%) followed by the residential (31%) and commercial (16%) sectors. Approximately 88% of Californian homes used natural gas in some building system capacity, including space heating (55% of homes), water heating (75% of homes), and/or cooking appliance(s)[5] (70% of homes) (U.S. EIA 2022l and U.S. EIA 2022m).

Transportation

California's transportation sector consumed 59.6 million Btu of energy per capita in 2020, which ranked 46th in the nation (U.S. EIA, 2021b). This means that California had the 6th best transportation energy per capita rate (i.e., most efficient) in the United States, including the District of Columbia. Much of the State's efficiency with regard to the amount of transportation energy consumed per capita can be attributed to the increase in vehicle fuel efficiency standards required by the State.

California's production of gasoline and diesel fuels supplies both in- and out-of-state demand; however, most gasoline and diesel fuel sold in California for motor vehicles is refined within the state to meet state-specific formulations required by CARB (i.e., these fuels typically are not imported from out of state). Crude oil extraction and production has been decreasing since the 1980s (from 402 million barrels in 1986 to 200 million barrels in 2020) and is projected to continue to decline (CARB 2022a). According to taxable sales figures available from the California Department of Tax and Fee Administration, statewide both gasoline and diesel have declined since 2013. Gasoline sales saw the most notable decrease (an approximately 21% drop) from approximately 14,533 million gallons in 2013 to approximately 11,410 million gallons in 2022. This trend has not been linear, however. Gasoline sales increased from 2013 to 2017, remained relatively constant between 2017 and 2019, and then started to decrease rapidly across the 2020 to 2022 timeframe. This decrease is most likely attributable the shelter-in-place orders imposed due to the COVID-19 pandemic, but is also likely associated with vehicle turnover (i.e., from older, less fuel efficient cars to newer models) across the same timeframe. Diesel fuel sales also decreased between 2013 and 2020, from approximately 2,740 million gallons in 2013 to approximately 2,596 million gallons in 2022 (an approximately 5% decrease). Unlike gasoline sales, which began to decrease in 2020, diesel sales tended to increase between 2013 and 2021, only decreasing below 2013 levels in 2022 (CDTFA, 2023.

In 2022, California reached a milestone 1 million ZEVs sold, accounting for 40% of all ZEVs operating in the U.S. (Office of Governor Gavin Newsom 2022). Most of the ZEVs sold to date have been electric vehicles; however, vehicles powered by hydrogen fuel cells have also been expanding in availability and use. CARB estimated that by 2021, 9,463 hydrogen fuel cell vehicles had been registered in California. Of these vehicles, 7,993 had an active registration and were assumed to be in use (CARB 2021).

[4] Whereas approximately 33% of electricity in California is from renewable sources, only 13% of electricity generated in the greater U.S. is from renewable sources.

[5] Cooking appliances includes natural gas ranges, cooktops, and ovens; natural gas outdoor grills are not included in this metric.

Transportation fuels are not used equally across different vehicle types in the state. For example, whereas light-duty vehicles (e.g., cars and pick-up trucks) are mainly powered by gasoline and electricity, medium- and heavy-duty vehicles (e.g., work trucks, semi-trucks, etc.) are generally powered by diesel. Natural gas can also be used as a fuel source in trucks and buses. Table 3-5 below shows a breakdown of state-wide vehicle population in 2022, by fuel type.

Table 3-5: California Transportation Fuels by Vehicle Type (2022)

Vehicle Type	Breakdown in Fuel Type				
	Gasoline	Diesel	Natural Gas	Electricity	Plug-in Hybrid(A)
Medium- and heavy-duty trucks	8.3%	88.7%	3.0%	0.0%	0.0%
Light heavy-duty trucks	53.7%	46.3%	0.0%	0.0%	0.0%
Buses	33.9%	47.6%	18.2%	0.3%	0.0%
Light-duty vehicles	96.1%	0.5%	0.0%	2.1%	1.3%

Source: EMFAC2021
(A) Plug-in hybrid vehicles are powered by gasoline and electricity.

Although each vehicle category may use several different fuel types, the majority of trucks in 2022 used diesel; most buses mostly used gasoline, diesel, and natural gas; and the majority of light duty vehicles used gasoline.

3.1.4.3 Local

Electricity

In 2022, Riverside County consumed approximately 17,781 GWh of electricity, about 6.2% of the state's electricity consumption (CEC, 2023a). The non-residential sector made up approximately 49% of County-wide consumption while the residential sector made up approximately 51% of County-wide consumption (CEC, 2023a).

Imperial Irrigation District is the electricity utility provider at the Project area. In 2022, Imperial Irrigation District sold approximately 3,584 GWh of electricity (CEC, 2023d).

Natural Gas

Riverside County consumed approximately 431 million therms of natural gas in 2022, accounting for approximately 3.7% of statewide consumption. The non-residential sector made up approximately 34% of County-wide consumption, while the residential sector made up approximately 66% (CEC, 2023b).

SoCalGas provides natural gas service at the Project area. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale of SoCalGas to all markets in 2022 was approximately 5,026 million therms (CEC, 2023c).

Transportation

Retail fuel outlet survey data indicates Riverside County accounted for approximately 8.5% and 9.4% of total statewide gasoline and diesel sales, respectively, in 2022 (CEC, 2023e).

3.2 ENERGY REGULATORY SETTING

3.2.1 FEDERAL ENERGY REGULATIONS

3.2.1.1 Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

3.2.1.2 Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act also includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency

The federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The U.S. EPA is responsible for developing and implementing regulations to ensure transportation fuel sold in the United State contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel produces, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanding the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces (U.S. EPA, 2022a).

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

3.2.1.3 Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO_2) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In August 2018, The U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule).

On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California. As a result of the loss of the zero emission vehicles (ZEV) sales requirements in California, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years (CARB, 2019).

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO2 emissions (CARB 2020) and has been challenged by 23 states. NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and

March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates (NHTSA 2022, U.S. EPA 2022b).

3.2.2 STATE ENERGY REGULATIONS

3.2.2.1 Title 24 Energy Standards

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in California. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (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 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." The CalGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CalGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards (BEES, or Energy Code) are updated on an approximately three-year cycle. The 2019 standards, focused on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings, updating current ventilation and Indoor Air Quality (IAQ) requirements, and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 BEES were approximately 53 percent more than the 2016 Title 24 Energy Standards for residential development and approximately 30 percent more efficient for non-residential development. The 2022 standards, which were adopted in August 2021, went into effect January 1, 2023. The 2022 BEES focuses on establishing or expanding standards for electric heat pumps, for single-family homes to be electric-ready, for solar photovoltaic system and battery storage, and for ventilation systems (CEC 2021).

3.2.2.2 Executive Order B-30-15

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase the amount of renewable electricity provided state-wide to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.

- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

3.2.2.3 Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California Senate Bill (SB) 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement (SCAG 2020).

From 2016 to 2045, Connect SoCal anticipates approximately 64 percent of household and 74 percent of new jobs will occur in Priority Growth Areas (PGAs). Connect SoCal's PGA's – Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs),[6] Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influences (SOIs) – account for only 4 percent of the region's total land areas, but will accommodate the afore mentioned growth statistics. The Project site is not located within a TPA or an HQTA.

3.2.2.4 Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed CARB, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

3.2.2.5 Executive Order B-55-18, AB 1279, and SB 1020

On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal

[6] HQTAs are corridor-focused PGAs within half-a-mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick passengers up at a frequency of every 15 minutes (or less) during peak commuting hours.

and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

3.2.2.6 Sustainable Freight Plan

The Sustainable Freight Plan was adopted by CARB in July 2016, and provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests. The Sustainable Freight Plan includes recommendations on:

- A long-term 2050 vision and guiding principles for California's future freight transportation system.
- Targets for 2030 to guide the State toward meeting the Vision.
- Opportunities to leverage State freight transport system investments.
- Actions to initiate over the next five years to make progress towards the Targets and the Vision.
- Pilot projects to achieve on-the-ground progress in the near-term.
- Additional concepts for further exploration and development, if viable.

3.2.2.7 Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulation was approved by CARB on June 25, 2020, and has two main components, a manufacturers ZEV sales requirement and a one-time reporting requirement for large entities and fleets.

- **ZEV Truck Sales.** Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
- **Company and Fleet Reporting.** Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32.

3.2.2.8 Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update function as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

3.2.2.9 Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets. The regulation places requirements on both the sale and operation of medium- and heavy-duty vehicles. Regarding the sale of vehicles, ACF requires manufacturers to sell only zero-emission medium- and heavy-duty vehicles starting in 2036. For the operation of vehicles, the regulation sets different timelines depending on the type of fleet.

New drayage trucks must be zero-emission starting January 1, 2024. Existing diesel-powered drayage trucks may continue to operate until 2035, after which only zero-emission drayage trucks may operate. This structure will be implemented by the CARB Online System, which registers drayage trucks in the State.

High-priority fleets and federal fleets can choose between two options to meet the zero-emission requirements: a Model Year Schedule or a ZEV Milestone schedule. Under the Model Year Schedule, high-priority fleets and federal government fleets would purchase only zero-emission trucks starting in 2024 and would remove internal combustion powered trucks at the end of their useful life starting in 2025. Alternatively, the ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline, and would need to reach 100% zero-emission vehicles by 2042. State and local government fleets may also choose the ZEV Milestone option. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[7] starting in 2024 and 100% zero-emission by 2027.[8]

[7] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.

[8] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

3.2.2.10 CARB 2022 Scoping Plan and Anticipated Changes in Energy Consumption

As identified in the CARB 2022 Scoping Plan Update, California energy consumption is anticipated to shift over the coming decades as the State moves towards carbon neutrality. As part of CARB's plan to achieve carbon neutrality by 2045, the State will decarbonize energy consumption across several primary sectors, including industrial processes, residential and commercial buildings, and transportation. Successful implementation of the 2022 Scoping Plan Update is anticipated to result in a large reduction in the State's fossil fuel consumption and an increase in carbon-free electricity, hydrogen, and biogas. Unlike the previous scoping plans, the 2022 Scoping Plan relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. The following describes anticipated changes in energy consumption habits over the coming decades, and how the 2022 Scoping Plan Update, other rules and regulations, and funding strategies, are anticipated to influence the primary sources of energy used within various sectors of the economy.

Industrial Sector

Overall energy demand for industrial manufacturing is projected to increase from 2022 to 2045. The primary sources of energy for these activities have historically come from liquid petroleum fuel (e.g., gasoline, diesel, oil) and natural gas, but are anticipated to shift to electricity under the implementation of the 2022 Scoping Plan Update and related legislation (e.g., AB 197 that calls for direct emissions reductions from sources covered by the AB 32 inventory). Hydrogen, biomethane, and liquid biofuels are anticipated to increase and replace petroleum fuel and natural gas; however, a complete phase out of fossil fuels is expected to occur by 2045. Industrial processes and equipment have varying energy demands. Replacement energy sources therefore must still be able to meet the same instantaneous and long-term energy demands that are currently provided by petroleum and natural gas. The *2022 Scoping Plan* expects that:

- Electricity and thermal solar will replace fossil fuels for industrial processes with low heat requirements.
- Hydrogen and biomethane will replace fossil fuels for industrial processes with high heat requirements.

The energy demands for oil and gas extraction and petroleum refining are projected to decrease by more than 75% between 2022 and 2045, corresponding to a decrease in demand for gasoline and diesel. The 2022 Scoping Plan notes, however, that it would not be feasible to eliminate oil and gas extraction completely by 2045 due to an existing demand that would remain in some capacity (CARB 2022a). Decreases in gasoline and diesel consumption would be offset by increases in electricity, hydrogen, and biomethane.

Residential and Commercial

The 2022 Scoping Plan projects that residential and commercial buildings will make up one third to half of building stock statewide by 2050. The 2022 Scoping Plan calls for ending natural gas in new residential and commercial buildings, replacing gas appliances, and reducing existing natural gas infrastructure. It is anticipated that, under the scenario evaluated in the 2022 Scoping Plan, approximately 90% of energy demand in residential and commercial buildings would be for electricity. Remaining building energy demand would be attributable to hydrogen, biomethane, and liquid biofuel, with a minor amount of natural gas and liquid petroleum remaining in the overall building energy consumption portfolio. The 2022 Scoping Plan projects that by 2035, seven million homes will be all-electric or electric-ready and that 100%

of residential appliance sales would be electric. The 2022 Scoping Plan also projects that 80% of appliance sales for commercial buildings will be electric by 2035 and by 2045, 100% of the sales will be electric.

Transportation

The 2022 Scoping Plan identifies three categories in the transportation sector where changes in energy consumption would occur: technology (vehicles and refueling infrastructure), fuels, and VMT. Per Executive Order (EO) N-79-20, all new passenger vehicles sold in California should be zero-emission by 2035. The EO also calls for all drayage trucks to be zero-emission by2035, and buses and heavy-duty long-haul trucks to be zero-emission by 2045, too, where feasible. Regulations, such as Advanced Clean Cars II, Advanced Clean Trucks, and the proposed Advanced Clean Fleet regulation, along with State incentive programs, would help with the deployment of ZEVs. In addition, California plans to rapidly expand its electric charging infrastructure from approximately 80,000 EV charging stations in 2022 to approximately 250,000 EV stations by 2025, which is over a doubling in EV charging station capacity.

Existing ZEVs are primarily fueled by electricity and hydrogen. The production of electricity and hydrogen would continue to increase. Biomethane would be used along with fossil fuels while the development of ZEV technologies for aviation, locomotives, and marine vessels continues. Renewable diesel has increased from approximately 1.8 million gallons in 2011 to approximately 589 million gallons in 2020. The Scoping Plan aims to reduce VMT per capita by 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045, which would result in a decrease in energy demand from the transportation sector. The Scoping Plan seeks to achieve this goal through strategies such as increasing funding for public transportation, implementing roadway pricing programs, expanding active transportation infrastructure, and supporting transportation and land use planning.

Increased Demand in Electricity and Alternative Fuel Sources

Electricity demand is anticipated to increase over the coming decades as more building systems, appliances, industrial processes, and vehicles transition to electricity as a primary energy sources. Actions are being taken at the state level to help accommodate the additional demand, while ensuring that necessary increase in capacity will come from renewable sources.

In California, renewable energy and carbon-free energy sources are projected to increase in line with state goals, such as achieving 60% renewable resources for electricity by 2030 and 100% carbon-free energy sources for electricity by 2045 required by SB 100 (CEC 2021d). California would increase renewable energy infrastructure such as solar arrays and wind turbines so that electricity generated by carbon-free sources would replace electricity generated by natural gas. CARB projects that by 2045 California will add four times the solar and wind capacity and 1,700 times the hydrogen supply. While fossil fuels would still be used, the demand for fossil fuels in 2045 would decrease by 86% relative to 2022, including a 94% reduction in demand for liquid petroleum.

3.2.3 CITY OF INDIO

3.2.3.1 General Plan

In September 2019, the Indio City Council adopted the General Plan. The General Plan contains the following goals and policies related to energy consumption (City of Indio, 2019):

- **Policy CE-3.6 Zero Net Energy Use.** Implement building design requirements to achieve zero net energy use for new residential development by 2020 and zero net energy use for new

commercial development by 2030 consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan.

- **Policy CE-3.8 Building Energy Use.** Encourage the use of building placement, design, and construction techniques to limit energy consumption, reduce the heat island effect, increase renewable energy use, and maintain solar access.
- **Policy HE-3.10 Lower Emission Fuel Technologies.** Support collaboration between State, regional, and local agencies to continue transitioning goods movement and transit vehicles to lower emission fuel technologies in order to reduce vehicle air pollution.

3.2.3.2 Indio Municipal Code

The Indio Municipal Code, Section 151.017 adopts the 2022 California Energy Code as the energy code for the city of Indio. In addition, Section 151.050 indicates that the 2022 California Green Building standards are adopted as the city's green building standards code.

4 GREENHOUSE GAS SETTING AND REGULATORY FRAMEWORK

This chapter provides information on the environmental and regulatory GHG setting of the proposed Project. Information on existing GHG conditions, relevant standards, and issues of concern were obtained from the U.S. EPA, CARB, and SCAQMD.

4.1 DEFINING CLIMATE CHANGE

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface.

Elements that indicate that climate change is occurring on Earth include, but are not limited to:

- Rising of global surface temperatures by 1.3°F over the last 100 years;
- Changes in precipitation patterns;
- Melting ice in the Arctic;
- Melting glaciers throughout the world;
- Rising ocean temperatures;
- Acidification of oceans; and
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The Earth's surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet warmer during the nights than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

4.1.1 GREENHOUSE GASES

Gases that absorb and emit infrared thermal radiation (heat) in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). There are many compounds present in the Earth's atmosphere which are GHGs, including but not limited to water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). GHGs allow solar radiation (sunlight) to enter the atmosphere freely. When solar radiation strikes the earth's surface, it is either absorbed by the

atmosphere, land, and ocean surface, or reflected back toward space. The land and ocean surface that has absorbed solar radiation warms up and emits infrared radiation toward space. GHGs absorb some of this infrared radiation and "trap" the energy in the earth's atmosphere. Entrapment of too much infrared radiation produces an effect commonly referred to as the "greenhouse effect." Human activities since the beginning of the Industrial Revolution (approximately 1750) have increased atmospheric GHG concentrations. Average global surface temperatures have risen as a result of GHG emissions. This increase in globally averaged surface temperatures is commonly referred to as "Global Warming," although the term "Global Climate Change" is preferred because effects associated with increased GHG concentrations are not just limited to higher global temperatures (NOAA 2023a).

GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, in terms of both causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO_2), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane or CH_4). However, GHG emissions from human activities such as fuel combustion (e.g., CO_2) and refrigerant use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (pre-1880), and atmospheric CO_2 concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 420 ppm in August 2023 (NOAA 2023b). The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs - CO_2, CH_4, nitrous oxide (N_2O), and sulfur hexafluoride (SF_6), and two groups of gases - HFCs and perfluorocarbons (PFCs). These are the primary GHGs emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHGs are described below.

- **Carbon Dioxide (CO_2)**. CO_2 is released to the atmosphere when fossil fuels (oil, gasoline, diesel, natural gas, and coal), solid waste, and wood or wood products are burned.
- **Methane (CH_4)**. CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in municipal solid waste landfills and the raising of livestock.
- **Nitrous Oxide (N_2O)**. N_2O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.
- **Sulfur Hexafluoride (SF_6)**. SF_6 is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.

- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)**. HFCs and PFCs are generated in a variety of industrial processes. Although the amount of these gases emitted into the atmosphere is small in terms of their absolute mass, they are potent agents of climate change due to their high global warming potential.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 28, which means that one molecule of CH_4 has 28 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their GWP determines their CO_2 equivalent (CO_2e), which enables a project's combined GWP to be expressed in terms of mass CO_2 emissions. The GWP and estimated atmospheric lifetimes of the common GHG are shown in Table 4-1.

Table 4-1: Global Warming Potential (GWP) of Common Greenhouse Gases (GHG)

GHG	Lifetime (years)	GWP(A)
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12	28
Nitrous Oxide (N_2O)	114	265
HFC-23	270	12,400
HFC-134a	14	1,3,00
HFC-152a	1.4	138
PFC-14	50,000	6,630
PFC-116	10,000	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,500

Source: IPCC, 2014.
(A) GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report.

4.1.2 CLIMATE CHANGE AND CALIFORNIA

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA, 2009).

In July 2012, the CNRA and Emergency Management Agency published an update, titled Emergency Management Agency published California Adaptation Planning Guide, which walks local

decision-makers through the steps to create climate vulnerability assessments and adaptation strategies. This guide presents the basis for climate change adaptation planning and introduces a step-by-step process for local and regional climate vulnerability assessment and adaptation strategy development. The guide outlines nine steps in adaptation planning development, the first five steps are a vulnerability assessment which covers: 1) exposure, 2) sensitivity, 3) potential impacts, 4) adaptive capacity, and 5) risk and onset. The last four steps are guiding principles for adaptation strategy development, which are: 6) prioritize adaptive needs, 7) identify strategies, 8) evaluate and prioritize, and 9) phase and implement.

The potential impacts of global climate change in California are detailed below.

4.1.2.1 Public Health and Welfare

Concerns related to public health and climate change includes higher rates of mortality and morbidity, change in prevalence and spread of disease vectors, decreases in food quality and security, reduced water availability, and increased exposure to pesticides. These concerns are all generally related to increase in ambient outdoor air temperature, particularly in summer.

Higher rates of mortality and morbidity could arise from more frequent heat waves at greater intensities. Health impacts associated with extreme heat events include heat stroke, heat exhaustion, and exacerbation of medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Climate change would result in degradation of air quality promoting the formation of ground-level pollutants, particularly ozone. Degradation of air quality would increase the severity of health impacts from criteria and other, non-GHG air pollutants (e.g., toxic air contaminants). Temperature increases and increases in CO_2 are also expected to increase plant production of pollens, spores, and fungus. Pollens and spores could induce or aggravate allergic rhinitis, asthma, and obstructive pulmonary diseases.

Precipitation projections suggest that California will become drier over the next century due to reduced precipitation and increased evaporation from higher temperatures. These conditions could result in increased occurrences of drought. Surface water reductions will increase the need to pump groundwater, reducing supplies and increasing the potential for land subsidence.

Precipitation changes are also suspected to impact the Sierra snowpack (see “Water Management” herein). Earlier snowmelts could coincide with the rainy season and could result in failure of the flood control devices in that region. Flooding can cause property damage and loss of life for those affected. Increased wildfires are also of concern as the State “dries” over time. Wildfires can also cause property damage, loss of life, and injuries to citizens and emergency response services.

Sea-level rises would also threaten human health and welfare. Flood risks will be increased in coastal areas due to strengthened storm surges and greater tidal damage that could result in injury and loss of property and life. Gradual rising of the sea will permanently inundate many coastal areas in the state.

Other concerns related to public health are changes in the range, incidence, and spread of infectious, water-borne, and food-borne diseases. Changes in humidity levels, distribution of surface water, and precipitation changes are all likely to shift or increase the preferred range of disease vectors (i.e. mosquitoes). This could expose more people and animals to potential for vector-borne disease.

4.1.2.2 Biodiversity and Habitat

Changes in temperature will change the livable ranges of plants and animals throughout the state and cause considerable stress on these species. Species will shift their range if appropriate habitat is available and accessible if they cannot adapt to their new climate. If they do not adapt or shift, they face local extirpation or extinction. As the climate changes, community compositions and interactions will be interrupted and changed. These have substantial implications on the ecosystems in the state. Extreme events will lead to tremendous stress and displacement on affected species. This could make it easier for invasive species to enter new areas, due to their ability to more easily adapt. Precipitation changes would alter stream flow patterns and affect fish populations during their life cycle. Sea level rises could impact fragile wetland and other coastal habitat.

4.1.2.3 Water Management

Although disagreement among scientists on long-term precipitation patterns in the State has occurred, it is generally accepted by scientists that rising temperatures will impact California's water supply due to changes in the Sierra Nevada snowpack. Currently, the State's water infrastructure is designed to both gather and convey water from melting snow and to serve as a flood control device. Snowpack melts gradually through spring warming into early summer, releasing an average of approximately 15 million acre-feet of water. The State's concern related to climate change is that due to rising temperatures, snowpack melt will begin earlier in the spring and will coincide with the rainy season. The combination of precipitation and snowmelt would overwhelm the current system, requiring tradeoffs between water storage and flood protection to be made. Reduction in reserves from the Sierra Nevada snowpack is troublesome for California and particularly for Southern California. Approximately 75-percent of California's available water supply originates in the northern third of the state while 80 percent of demand occurs in the southern two-thirds. There is also concern is that rising temperatures will result in decreasing volumes from the Colorado River basin. Colorado River water is important to Southern California because it supplies water directly to Metropolitan Water District of Southern California. Water from the Colorado River is also used to recharge groundwater basins in the Coachella Valley.

4.1.2.4 Agriculture

California is the most agriculturally productive state in the US resulting in more than 37 billion dollars in revenue in 2008. California is the nation's leading producer of nearly 80 crops and livestock commodities, supplying more than half of the nation's fruit and vegetables and over 90 percent of the nation's production of almonds, apricots, raisin grapes, olives, pistachios, and walnuts. Production of crops is not limited to the Central Valley but also occurs in Southern California. Strawberries and grapes are grown in San Bernardino and Riverside Counties. Orange County and San Diego County also contribute to strawberry production. Cherries are also grown in Los Angeles and Riverside County. Anticipated impacts to agricultural resources are mixed when compared to the potentially increased temperatures, reduced chill hours, and changes in precipitation associated with climate change. For example, wheat, cotton, maize, sunflower, and rice are anticipated to show declining yields as temperatures rise. Conversely, grapes and almonds would benefit from warming temperatures. Anticipated increases in the number and severity in heat waves would have a negative impact on livestock where heat stress would make livestock more vulnerable to disease, infection and mortality. The projected drying trend and changes in precipitation are a threat to agricultural production in California. Reduced water reliability and changes in weather patterns would impact irrigated farmlands and reduce food security. Furthermore, a drying trend would increase wildfire risk. Overall, agriculture in California is anticipated to suffer due to climate change impacts.

4.1.2.5 Forestry

Increases in wildfires will substantially impact California's forest resources that are prime targets for wildfires. This can increase public safety risks, property damage, emergency response costs, watershed quality, and habitat fragmentation. Climate change is also predicted to affect the behavior or plant species including seed production, seedling establishment, growth, and vigor due to rising temperatures. Precipitation changes will affect forests due to longer dry periods and moisture deficits and drought conditions that limit seedling and sapling growth. Prolonged drought also weakens trees, making them more susceptible to disease and pest invasion. Furthermore, as trees die due to disease and pest invasion (e.g., the Bark Beetle invasion of the Angeles National Forest), wildfires can spread more rapidly.

4.1.2.6 Transportation and Energy Infrastructure

Higher temperatures will require increased cooling, raising energy production demand. Higher temperatures also decrease the efficiency of distributing electricity and could lead to more power outages during peak demand. Climate changes would impact the effectiveness of California's transportation infrastructure as extreme weather events damage, destroy, and impair roadways and railways throughout the state causing governmental costs to increase as well as impacts to human life as accidents increase. Other infrastructure costs and potential impacts to life would increase due to the need to upgrade levees and other flood control devices throughout the state. Infrastructure improvement costs related to climate change adaptation are estimated in the tens of billions of dollars.

4.1.3 CARBON SEQUESTRATION

Carbon sequestration is the process by which plants absorb CO_2 from the atmosphere and store it in biomass like leaves and grasses. Agricultural lands, forests, and grasslands can all sequester carbon dioxide, or emit it. The key is to determine if the land use is emitting CO_2 faster than it is absorbing it. Young, fast-growing trees are particularly good at absorbing more than they release and are known as a sink. Agricultural resources often end up being sources of carbon release because of soil management practices. Deforestation contributes to carbon dioxide emissions by removing trees, or carbon sinks, that would otherwise absorb CO_2. Forests are a crucial part of sequestration in some parts of the world, but not much in the United States. Another form of sequestration is geologic sequestration. This is a manmade process that results in the collection and transport of CO_2 from industrial emitters (i.e. power plants) and injecting it into underground reservoirs.

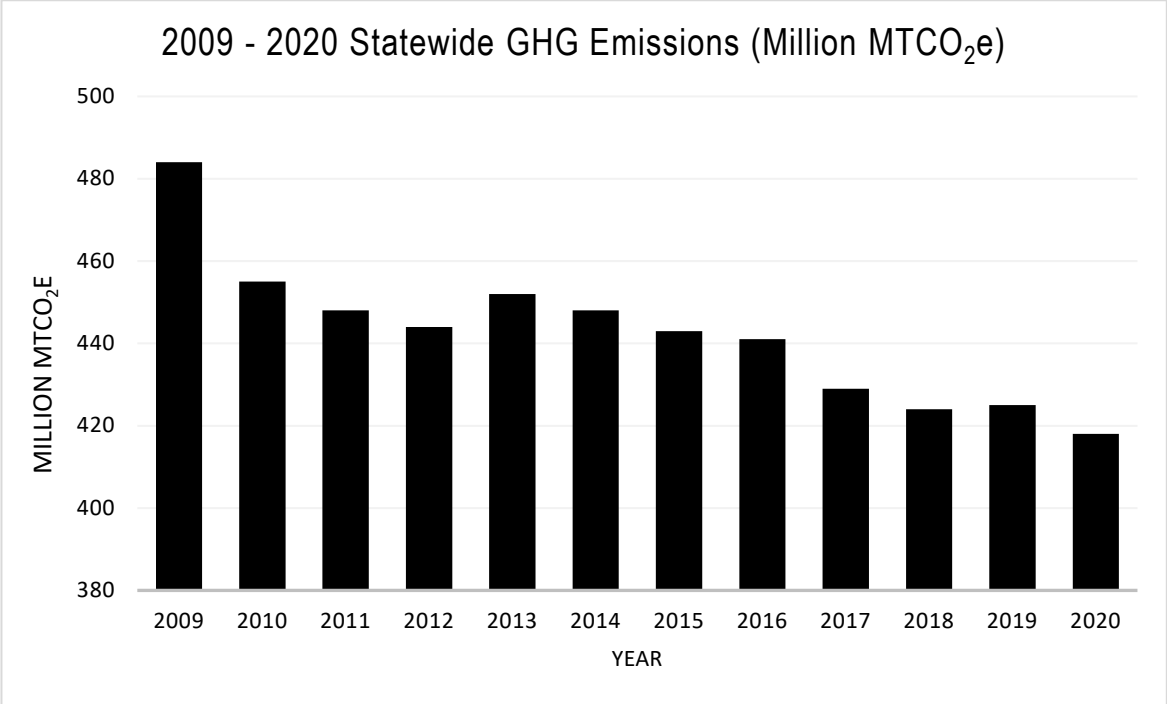
4.2 EXISTING STATE GHG EMISSIONS LEVELS

CARB prepares an annual statewide GHG emissions inventory using regional, state, and federal data sources, including facility-specific emissions reports prepared pursuant to the state's Mandatory GHG Reporting Program (see Section 4.3.2). The statewide GHG emissions inventory helps CARB track progress towards meeting the state's AB 32 GHG emissions target of 431 million metric tons of CO_2 equivalents ($MTCO_2e$), as well as establish and understand trends in GHG emissions. CARB approved use of 431 million MCO_2e as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 million MCO_2e.

Statewide GHG emissions for the 2000 to 2020 period are shown in Table 4-2. Statewide GHG emissions have generally decreased over the last decade, with 2019 levels (418 million $MTCO_2e$) approximately 13.6% less than 2008 levels (484 million $MTCO_2e$) and below the State's 2020 reduction target of 431 million $MTCO_2e$. The transportation sector (166 million $MTCO_2e$) accounted for more than one-third (approximately 40%) of the state's total GHG emissions inventory (418 million $MTCO_2e$) in 2019.

Table 4-2: 2009 – 2020 Statewide GHG Emissions (Million $MTCO_2e$)

Scoping Plan Sector	Year											
	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20
Agriculture	33	34	34	35	34	34	33	32	32	32	31	32
Commercial/Residential	45	46	46	39	39	36	36	37	38	37	41	39
Electric Power	101	90	89	99	93	90	86	70	64	65	60	60
High GWP	12	14	15	16	17	18	19	19	20	21	21	21
Industrial	86	88	86	81	83	85	83	82	82	82	80	73
Recycling and Waste	8	8	8	8	8	8	8	9	9	9	9	9
Transportation	166	163	160	157	157	158	162	165	167	165	162	136
Total Million $MTCO_2e$(A)	**450**	**442**	**437**	**435**	**432**	**428**	**427**	**415**	**411**	**411**	**404**	**369**



Source: CARB, 2022c

(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' ICC's 4th Assessment Report.

4.3 FEDERAL, STATE, AND LOCAL CLIMATE CHANGE REGULATIONS

4.3.1 FEDERAL GHG REGULATIONS

4.3.1.1 U.S. EPA GHG Tailoring Rule and GHG Reporting System

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHG (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) in the atmosphere threaten the public health and welfare of current and future generations. This finding came in response to the

Supreme Court ruling in Massachusetts v. EPA, which found that GHG are pollutants under the federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 $MTCO_2e$. In 2014, the U.S. Supreme Court issued its decision in Utility Air Regulatory Group v. EPA (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a permit pursuant to the Clean Air Act's Prevention of Significant Deterioration or Title V operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 $MTCO_2e$ or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisions.

4.3.1.2 SAFE Vehicles Rule

On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own GHG emissions standards and set zero emission vehicle mandates in California. As a result of the loss of the ZEV sales requirements in California, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years (CARB, 2019).

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO2 emissions (CARB 2020) and has been challenged by 23 states. NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates (NHTSA 2022, U.S. EPA 2022b).

4.3.2 STATE CLIMATE CHANGE REGULATIONS

4.3.2.1 Executive Order S-3-05

Executive Order S-3-05 was issued by California Governor Arnold Schwarzenegger and established targets for the reduction of greenhouse gas emission at the milestone years of 2010, 2020, and 2050. Statewide GHG emissions must be reduced to 1990 levels by year 2020 and by 80 percent beyond that by year 2050. The Order requires the Secretary of the California Environmental Protection Agency (Cal-EPA) to coordinate with other State departments to identify strategies and reduction programs to meet the identified targets. A Climate Action Team (CAT) was created and is headed by the Secretary of Cal-EPA who reports on the progress of the reduction strategies. The latest CAT Biennial Report to the Governor and Legislature was completed in April 2016.

4.3.2.2 Assembly Bill 32 – California Global Warming Solutions Act and Related GHG Reduction Goals

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on Statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target is December 31, 2020.

As part of AB 32, CARB determines 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[9] estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a Statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$ (CARB, 2007). In 2008, CARB adopted its Climate Change Scoping Plan, which projects 2020 Statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of GHG reductions and bring Statewide GHG emissions to 1990 levels by 2020 (CARB, 2009).

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, Executive Order B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the State's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, that codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels.

Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Plan were to expand and strengthen energy efficiency programs, achieve a Statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven States in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB, 2009). CARB estimated that implementation of these measures will achieve at least 174 million $MTCO_2e$ of reductions and reduce Statewide GHG emissions to 1990 levels by 2020 (CARB, 2009).

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations, and

[9] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. "The First Update" defined CARB's climate change priorities over the next five years, and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the *2017 Climate Change Scoping Plan Update* (CARB, 2017a), was adopted by CARB in December 2017. The primary objective for the *2017 Scoping Plan Update* is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The *2017 Scoping Plan Update* identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions.

The third update to the scoping plan, the *2022 Scoping Plan* (CARB 2022a), was released in May 2022 and adopted by CARB in December 2022. The plan presents a scenario for California to meet the State goal of reducing GHG emissions 40% below 1990 levels by 2030 and to achieve carbon neutrality by 2045 (CARB 2022a). Specifically, the *2022 Scoping Plan*:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits taking action.
- Identifies key implementation actions to ensure success.

Unlike the previous scoping plans, the *2022 Scoping Plan* relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. Examples of existing technologies the *2022 Scoping Plan* relies upon include the use of renewable energy and energy storage systems (as opposed to polluting alternatives) for the electrical grid and transitioning the transportation sector's mobile sources to zero-emission technologies for light- and heavy-duty vehicles. The *2022 Scoping Plan* also differs from its predecessors in that it takes into account carbon sources and sinks from California's NWL and identifies the need for active carbon capture and sequestration (CCS) technologies for some emissions sectors, such as petroleum refining and the production / processing of stone, clay, glass, and cement.

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State's 2030 and 2045 GHG reduction goals. For example, the *2022 Scoping Plan* identifies a goal of achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and a 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan's Environmental Justice Advisory Committee. The *2022 Scoping Plan* also acknowledges that, "local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals… and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life."

4.3.2.3 Low Carbon Fuel Standard Regulation

CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete early action measures in the 2008 Scoping Plan to reduce California's GHG emissions. The LCFS regulation 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. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year, which the rule refers to as the "compliance schedule."

The LCFS regulation initially required a reduction of at least 10 percent in the CI of California's transportation fuels 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. The 2015 rulemaking included many amendments, updates, and improvements to the program, including a compliance schedule that maintained the 2009 LCFS regulation's target of a 10 percent reduction in average carbon intensity by 2020 from a 2010 baseline. 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 (CARB, 2020).

4.3.2.4 Title 24 Energy Standards

See Section 3.2.2.1.

4.3.2.5 Senate Bill 375 – Sustainable Communities and Climate Protection Act

See Section 3.2.2.3

4.3.2.6 Renewables Portfolio Standard (RPS) Program

See Section 3.2.2.4.

4.3.2.7 Sustainable Freight Plan

See Section 3.2.2.6.

4.3.2.8 Advanced Clean Trucks Program

See Section 3.2.2.7.

4.3.2.9 Advanced Clean Cars Program

See Section 3.2.2.8

4.3.2.10 Water Conservation in Landscaping Act

Section 65591 of the Government Code requires all local jurisdictions to adopt a water efficient landscape ordinance. The ordinance is to address water conservation through appropriate use and grouping of plants based on environmental conditions, water budgeting to maximize irrigation efficiency, storm water retention, and automatic irrigation systems. Failure to adopt a water efficiency ordinance requires a local jurisdiction to enforce the provisions of the State's model water efficiency ordinance. In 2009, the Department of Water Resources updated the Model Water Efficient Landscape Ordinance pursuant to amendments to the 1991 Act. These amendments and the new model ordinance went into effect on January 1, 2010. The amended Act is applicable to any new commercial, multi-family, industrial or tract home project containing 2,500 square feet or more of landscaping. Individual landscape projects of 5,000 square feet or more on single-family properties will also be subject to the Act. All landscape plans are required to include calculations verifying conformance with the maximum applied water allowance and must be prepared and stamped by a licensed landscape architect.

4.3.3 CITY OF INDIO

4.3.3.1 General Plan

The city of Indio General Plan Conservation and Health and Equity chapters contain the following policies related to GHG emissions:

- **Policy CE-4.5 New Development Requirements**. Ensure that new development incorporates and maintains street trees and parking lot plantings as required, and work with residents and businesses to retain healthy trees as part of Indio's streetscape.
- **Policy CE-1.1 Reduction targets.** Establish greenhouse gas emission reduction targets in line with those of the State that call for reducing greenhouse gas emissions as follows:
  - 1990 levels by 2020
  - 40 percent below 1990 levels by 2030
  - 60 percent below 1990 levels by 2040
- **Policy CE-1.2 Reduction measures**. Implement greenhouse gas reduction measures consistent with the Climate Action Plan to achieve greenhouse gas reduction targets.

In addition, see Section 3.2.3 for General Plan policies related to energy consumption, including Policy CE-3.6, Zero Net Energy Use, and CE-3.8, Building Energy Use.

4.3.3.2 Climate Action Plan

The city of Indio adopted its Climate Action Plan (CAP) in September 2019. The CAP includes an emissions inventory with a baseline year of 2010 and emissions projections for 2020, 2030, and 2040. The CAP contains GHG reduction measures that achieve GHG reductions to 1990 levels by 2020, 40% below

1990 levels by 2030, and 60% below 1990 levels by 2040, consistent with statewide targets and the Indio General Plan.

4.3.3.3 Municipal Code

The city of Indio Municipal Code establishes certain specific requirements for employee vehicle trip reductions, as summarized below.

- **Title XV (Land Usage), Chapter 160 (Transportation Demand Management):** This code chapter (Code Sections 160.01 to 160.12) reduces pollution caused by vehicle trips and vehicle miles travelled by requiring all new development projects and or change of use projects that are estimated to employ at total of 100 or more persons to submit a Transportation Demand Management (TDM) Plan that reduces work related vehicle trips by 10% from the expected number of trips related to the project.

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5 ENERGY IMPACT ANALYSIS

This chapter evaluates the direct and indirect energy impacts that could result from implementation of the proposed Project.

5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the proposed Project could result in potentially significant impacts related to energy resources if it would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.2 ANALYSIS METHODOLOGIES

The proposed Project would not directly result in the construction or operation of any specific project; however, the proposed Project's land use plan allows for new residential, commercial, industrial, and infrastructure development projects. This section summarizes the proposed Project's energy consumption sources and the methods used to estimate and evaluate potential the Project's energy consumption levels.

5.2.1 CONSTRUCTION ENERGY CONSUMPTION

MIG estimated the proposed Project's potential construction energy consumption levels using the California Emissions Estimator Model, or CalEEMod (Version 2022.1.1.20) and CARB's EMission FACtor (EMFAC) Model 2021 (v1.0.2) and Carl Moyer Program Guidelines. Although future project-specific characteristics are not known, construction activities associated with typical residential, commercial, industrial, and infrastructure development projects in undeveloped areas can include site preparation, grading, trenching, building construction (including foundation work, vertical building work, mechanical, electrical, and plumbing work, and finishing work), paving, and architectural coating activities.[10] These types of construction activities would consume energy from the following sources:

- Heavy-duty, off-road construction equipment (e.g., bulldozers, loaders, etc.) would consume diesel fuel during construction of the proposed Project.
- Construction-related worker, vendor, and haul truck trips would consume gasoline, diesel, and electric fuel.

Since Project-specific construction equipment information is not available at this time, potential construction-related energy impacts can only be evaluated based on the typical construction activities associated with typical residential, commercial, industrial, and infrastructure development projects. As described in Section 2.5.1.1, a series of different construction activity models were developed for the purposes of evaluating potential environmental impacts from Project-related construction activities, including construction energy consumption. The construction models are based on the conceptual site plan and associated development assumptions for the Maximum Buildout Scenario and Scenario 2, and the

[10] The proposed Project would not require demolition activities because the Project area is not currently developed with any buildings or structures.

construction phasing and equipment assumptions use to estimate potential construction energy consumption are consistent with the California Emissions Estimator Model, or CalEEMod, inputs used to evaluate the proposed Project's potential construction GHG emissions (see Section 6.2.1) and air quality impacts (MIG, 2023).

Construction energy consumption was estimated as follows:

- **Off-road Construction Equipment:** Diesel fuel consumption was estimated using the off-road equipment type, quantity, load factor, and runtime generated by CalEEMod and multiplying through by a fuel consumption factor contained in the CARB Carl Moyer Program Guidelines (2017 Revisions) (CARB, 2017b; Table D-21). For each modeled construction scenario, the total runtime, in horsepower-hours (hp-hr), for each piece of equipment was multiplied by a fuel consumption factor, in grams per horsepower-hour (g/hp-hr) to a yield a fuel consumption estimate, converted to gallons.
- **Worker Vehicle, Vendor Truck, and Haul Truck Trips:** Gasoline, diesel, and electric fuel consumption by construction workers commuting to and from the Project area, vendor deliveries, and haul trucks used to import or export materials was estimated using trip distances generated by CalEEMod and fuel consumption rates derived from EMFAC 2021. Worker trips were assumed to be a mix of light duty autos (LDA) and light-duty trucks (LDT1 and LDT2). Vendor trips were assumed to be a mix of medium heavy-duty trucks (MHDT) and heavy-heavy duty trucks (HHDT). Haul trips were assumed to be all HHDT. For each vehicle type, an average fuel consumption rate for 2024, 2025, 206, and 2027 was obtained from EMFAC for the Riverside sub-area of the Salton Sea Air Basin (SSAB) based on each vehicle type's total vehicle miles travelled (VMT) and total fuel consumption data. The average fuel consumption rate was multiplied by the number of trips and VMT generated by CalEEMod for each modeled scenario to yield total vehicle gasoline, diesel, and electric fuel consumption estimates in gallons and kWh.

Refer to Appendix A and Appendix B for detailed construction energy consumption estimates and CalEEMod output files, respectively.

5.2.2 OPERATIONAL ENERGY CONSUMPTION

MIG also estimated the proposed Project's potential operational energy consumption levels using CalEEMod (Version 2022.1.1.20), EMFAC2021, and Carl Moyer Program Guidelines. In addition, CARB's OFFROAD database, Version 1.0.2, was used to estimate off-road equipment operations associated with industrial land uses. Operational activities associated with typical residential, commercial, industrial, and infrastructure development projects can consume energy from the same sources that emit GHG emissions, including, building water and space hearing and appliance use, vehicle trips, and off-road equipment. Refer to Section 6.2.2 for a description of these sources. Operational energy consumption was estimated based on the conceptual site plan and associated development assumptions for the Maximum Buildout Scenario and Scenario 2, as follows:

- **Building Energy:** Natural gas and electricity used in building space and water heating, lighting, and appliances were estimated using CalEEMod.
- **Vehicle Trips:** Gasoline, diesel, and electric fuels consumed by operational vehicle trips were estimated using the same methodology as construction vehicle trips (see Section 6.2.1). Average fuel consumption factors for each vehicle type for the Riverside County sub area of

the SSAB were developed and multiplied by the total annual VMT estimated for each vehicle type by CalEEMod.

- **Off-road equipment:** Yard hosteler diesel fuel consumption was estimated using the same methodology as construction vehicle trips. The annual miles travelled by the hosteler were multiplied the by the average fuel economy for a Type T7, Public Class 8 truck.

Refer to Appendix A and Appendix B for detailed construction energy consumption estimates and CalEEMod output files, respectively.

5.3 WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES

5.3.1 CONSTRUCTION ENERGY CONSUMPTION

As described in Section 5.2.1, the proposed Project's potential construction energy consumption estimates are derived from the construction models for the conceptual site plan and development assumptions for the Maximum Buildout Scenario and Scenario 2. The construction models start in January 2025 and conclude in August 2028. The proposed Project's potential unmitigated construction energy consumption estimates are summarized in Table 5-1.

Table 5-1: Project Unmitigated Construction Energy Consumption Estimates

Construction Year and Source	Maximum Buildout Scenario Annual Fuel Consumption			Scenario 2 Annual Fuel Consumption		
	Diesel (Gallons)	Gasoline (Gallons)	Electricity (kWh)	Diesel (Gallons)	Gasoline (Gallons)	Electricity (kWh)
2025						
Off-Road Equipment	423,051	-	-	440,953	-	-
Vehicle and Truck Trips	123,442	350,478	76,049	90,505	200,327	44,379
Total Fuel Consumption	546,493	350,478	76,049	531,458	200,327	44,379
2026						
Off-Road Equipment	373,651	-	-	385,915	-	-
Vehicle and Truck Trips	184,993	543,674	146,615	130,662	314,838	86,824
Total Fuel Consumption	558,644	543,674	146,615	516,577	314,838	86,824
2027						
Off-Road Equipment	117,871	-	-	111,459	-	-
Vehicle and Truck Trips	69,276	278,202	87,990	32,013	131,311	41,228
Total Fuel Consumption	187,147	278,202	87,990	143,472	131,311	41,228
2028						
Off-Road Equipment	34,478	-	-	32,977	-	-
Vehicle and Truck Trips	14,518	66,354	24,779	7,504	34,848	12,918
Total Fuel Consumption	48,996	66,354	24,779	40,481	34,848	12,918

Table 5-1: Project Unmitigated Construction Energy Consumption Estimates						
Construction Year and Source	**Maximum Buildout Scenario Annual Fuel Consumption**			**Scenario 2 Annual Fuel Consumption**		
	Diesel (Gallons)	**Gasoline (Gallons)**	**Electricity (kWh)**	**Diesel (Gallons)**	**Gasoline (Gallons)**	**Electricity (kWh)**
All Construction (2025-2028)						
Off-Road Equipment	949,051	-	-	971,304	-	-
Vehicle and Truck Trips	392,229	1,238,708	335,433	260,684	681,325	185,350
Total Fuel Consumption	1,341,280	1,238,708	335,433	1,231,987	681,325	185,350
Source: MIG, 2023 (see Appendix A)						

As shown in Table 5-1, the proposed Project could consume, in total, between approximately 1.23 to 1.34 million gallons of diesel fuel, between approximately 0.68 to1.24 million gallons of gasoline, and between approximately 185 to 335 mWh of electricity. This level of consumption, if it were to occur, would represent (based on 2022 data) no more than approximately 0.6% of annual Riverside County diesel fuel sales, 0.1% of annual Riverside County gasoline fuel sales, and 0.01% of annual IID electricity sales. These estimates assume all the Project's diesel, gasoline, and electric fuel consumption is purchased in Riverside County and the IID service territory and consumed solely for the purposes of constructing the proposed Project (i.e., all fuel consumed is for Project-related purposes).

The proposed Project's construction energy consumption would occur in the following context:

- **Necessity:** The consumption of diesel, gasoline, and electric fuels in construction-related off-road equipment and vehicle trips are necessary to achieve the proposed Project's goals and objectives, including, but not limited to, developing uses that ensure long-term economic benefits and stability for the city, adding employment-generating land uses that would create new jobs for the city, and providing development along Avenue 42 that results in a connected, complete place with housing and commercial uses organized into a walkable, transit-supportive patter of neighborhoods and centers.
- **Efficiency:** As described in Section 2.3 and Section 2.6, the proposed Project establishes land use and development regulations that provide balanced and sustainable residential and non-residential development, based on the unique characteristics of the Project area, and given its infrastructure, public service, and utility needs, to ensure the comprehensive and coordinated planning of the proposed Project's land uses. The Project, therefore, would result in the orderly and efficient development of the Project area pursuant to applicable Project design guidelines, design standards, and city Municipal Code and Development Code requirements. The use of diesel, gasoline, and electric fuels to develop the Project area and achieve Project objectives would not be inefficient.
- **Wastefulness:** The proposed Project's construction-related energy consumption would be necessary and occur in an efficient manner. The Project's construction-related energy consumption would be prolonged, but temporary, and would cease when construction in the Project area is complete. The petroleum-powered off- road equipment and on-road vehicles would be subject to increasingly stringent Federal and State rules and regulations that would increase fuel efficiency, such as the Advanced Clean Trucks Program (see Section 4.3.2.8). These rules limit truck idling, reduce the carbon content of transportation fuels, prohibit the addition of older, less-efficient construction equipment to fleets, and transition passenger

vehicles and trucks from petroleum-based motive power to electric-based motive power. The orderly and efficient development of the Project by off-road equipment and on-road vehicles operating in compliance with all applicable rules and regulations would not be wasteful.

As summarized above, the proposed Project would not result in the unnecessary, inefficient, or wasteful use of energy resources during construction of the proposed Project. This would be a **less than significant impact**.

5.3.2 OPERATIONAL ENERGY CONSUMPTION ESTIMATES

As described in Section 5.2.2, the proposed Project's potential operational energy consumption estimates are based on the Maximum Buildout Scenario and Scenario 2 conceptual site plans and development assumptions shown in Figure 2-3 and Figure 2-4, the trip generation assumptions listed in Table 2-4 and Table 2-5, and the air quality and GHG emissions modeling conducted for the Project (see Section 6.2). The energy consumption estimates assume full development of the Project area occurs in the year 2033, consistent with the TIA conducted for the proposed Project (LLG, 2023a). The proposed Project's unmitigated operational energy consumption estimates are summarized in Table 5-2 (Maximum Buildout Scenario) and Table 5-3 (Scenario 2).

Table 5-2: Maximum Buildout Scenario Unmitigated Operational Energy Consumption

Energy Source	Energy Consumption Per Year			
	Non-Residential Buildings	Residential Buildings	Mobile Sources	Total
Diesel (Gallons)	19,144	-	5,920,734	5,939,878
Gasoline (Gallons)	-	-	8,992,068	8,992,068
Electricity (kWH)	24,520,656	22,183,601	57,520,008	104,224,265
Natural Gas (kBTU)	34,609,630	54,983,522	-	89,593,152

Source: MIG, 2023 (see Appendix A)

Table 5-3: Scenario 2 Unmitigated Operational Energy Consumption

Energy Source	Energy Consumption Per Year			
	Non-Residential Buildings	Residential Buildings	Mobile Sources	Total
Diesel (Gallons)	19,144	-	5,672,446	5,691,590
Gasoline (Gallons)	-	-	8,770,362	8,770,362
Electricity (kWH)	29,168,216	8,469,480	75,384,707	113,022,403
Natural Gas (kBTU)	43,509,672	20,992,166	-	64,501,838

Source: MIG, 2023 (see Appendix A)

As shown in Table 5-2 and Table 5-3, the proposed Project could consume, in total, between approximately 5.69 and 5.94 million gallons of diesel fuel, between approximately 8.77 and 8.99 million gallons of gasoline, between approximately 104.22 and 113.01 GWh of electricity, and between 64,501.8 and 89,593.2 MMBtu of natural gas. This level of consumption, if it were to occur, would represent (based on 2022 data) no more than approximately 2.4% of annual Riverside County diesel fuel sales, 1.0% of annual Riverside County gasoline fuel sales, 3.2% of annual IID electricity sales, and 0.02% of annual

Southern California Gas sales (see Section 3.1.4.3). Under the Maximum Buildout Scenario, the proposed Project could support up to 10,465 residents and 3,481 employees. While under Scenario 2, the proposed Project could support up to 3,996 residents and 3,690 employees. The Maximum Buildout Scenario would have slightly more diesel and gasoline consumption than Scenario 2 and more natural gas consumption than Scenario 2 due to the fact the Maximum Buildout Scenario has much more residential development than Scenario 2. In contrast, Scenario 2 has more electricity consumption than the Maximum Buildout Scenario because Scenario 2 has more commercial SF than the Maximum Buildout Scenario.[11]

The proposed Project's operational energy consumption would occur in the following context:

- **Necessity:** The consumption of diesel, gasoline, electric, and natural gas in buildings and vehicles would be necessary for the safe, secure, and functional operation of sustainable and balanced residential and non-residential land use activities.
- **Efficiency:** As described in Section 2.3 and Section 2.6, the proposed Project provides for balanced and sustainable residential and non-residential development that promotes building and landscaping energy and the development of a connected multi-modal transportation network.
    - **Buildings:** The proposed Project would include multifamily residential development, which consumes less energy than new single-family and condominium/townhouse developments.[12] New buildings constructed as part of the proposed Project would, at minimum, consume electricity and natural gas ,in compliance with the mandatory prescriptive or performance-based requirements established for Climate Zone 15 in the 2022 BEES, or Energy Code. The 2022 BEES establishes new multi-family (including hotels and motels) building envelope (e.g., roof deck and ceiling insulation, roof solar reflectance, window insulation and glazing, window heat gain, etc.), building systems (e.g., space and water heating), lighting, and PV requirements. In particular, the 2022 BEES includes heat pumps as a primary prescriptive requirement multi-family building space and water heating systems, adds new PV and battery storage requirements for multi-family buildings with four habitable stories or more, and introduces mandatory electric-ready requirements for new gas furnaces, cooktops, and clothes dryers to support the future transition of equipment powered by renewably sourced electricity. For non-residential buildings, the 2022 BEES also includes improvements to non-residential building envelope standards, new heat pump requirements for certain non-residential building types, including retail and grocery buildings, office buildings, and office space of warehouse buildings, and new PV and battery storage requirements for non-residential buildings. It is noted that the requirements of the former 2019 BEES and the new 2022 BEES are not reflected in the energy consumption estimates presented in Table 5-2 and Table 5-3

[11] Scenario 2 has slightly less fuel consumption because it generates more commercial passenger and truck trips than the Maximum Buildout Scenario, and the CalEEMod default trip distances for commercial trips are more than twice as long as the residential trip distance identified in the VMT analysis prepared for the Project (LLG, 2023b)The CalEEMod default home to work non-residential trip length for the Project area for all Scenario 2 commercial land uses is 35.1 miles, in contrast to a 9.63 miles/capita associated with the Project's residential land uses.

[12] The CalEEMod default electricity and natural gas consumption for a low-rise apartment land use is approximately 6,485 kWh and 16,970 kBTU. In contrast, the default electricity and natural gas consumption for a single-family land use is approximately 9,339 kWh and 35,564 kBTU, and the default electricity and natural gas consumption for a condominium/townhouse land use approximately 7,329 kWh and 20,851 kBTU (ICF, 2022).

because the version of CalEEMod used to evaluate Project emissions incorporate energy consumption estimates based on a 2019 residential survey encompassing a mix of older and newer homes throughout California and California Energy Commission forecasts of total demand for non-residential uses. Although the Project would be subject to the BEES in effect at the time a building application is submitted to the city (currently the 2022 BEES), the Project would incorporate mitigation measures to reduce potential GHG and air quality emissions associated with building energy consumption, including Mitigation Measure GHG-2 (Maximize Solar Access Roof Area), which requires future projects to design their roof areas to maximize solar access, and Mitigation Measure GHG-3 (Reduce Building Energy GHG Emissions), which requires future projects to be at least 5% more efficient than applicable BEES requirements.

- **Appliances:** The federal and state governments establish minimum energy and water efficiency standards for appliances such as water heaters, furnaces, heat pumps, air conditioners, refrigerators, etc. The minimum energy efficiency standards apply to all new appliances sold or offered for sale in California. New appliances installed in buildings constructed as part of the proposed Project would consume energy and water in compliance with applicable minimum federal and state standards; however, Mitigation Measure GHG-1 would require the installation of Energy Star certified appliances in residential dwelling units and non-residential building space that is leased or sold with pre-installed appliances. This measure would reduce the Project's total energy consumption. For example, the U.S. EPA estimates that an Energy Star certified refrigerator is about nine percent more energy efficient than a model that meets current minimum energy efficiency standards (U.S. EPA, 2023).
- **Mobile sources:** Although the vehicle and truck trips generated by the proposed Project would consume diesel, gasoline, and electric fuel, this fuel consumption would occur in an efficient manner for several reasons. First, the proposed Project allows for a mix of residential and commercial land uses that would provide internal capture and pass-by trip reduction benefits, particularly for Scenario 2. For example, as shown in Table 2-4 and Table 2-5, the TIA prepared for the Project estimates 109 daily pass-by trips would occur under the Maximum Build Scenario, while Scenario would capture 9,816 daily trips and result in 1,688 pass-by trips. Second, the proposed Project layout for both land use options maximizes commercial and industrial connectivity to I-10 and Monroe Street, limiting commercial and industrial trip travel distances from City and regional roadways into the Project area. Third, the VMT analysis prepared for the proposed Project indicates the proposed Project would result in residential VMT per capita and VMT per industrial employee that are approximately 35.3% and 0.9% lower than the Riverside County average, respectively (LLG, 2023b). The proposed Project's location and mix of land uses, therefore, would contribute to reduced VMT and the efficient use of mobile source energy resources. Finally, as described in more detail in Section 6.3.1.1, the proposed Project would be subject to city TDM requirements that would reduce vehicle trips and would incorporate mitigation measures to reduce potential air quality emissions from mobiles sources, including Mitigation Measure AIR-4 (Reduce Residential Vehicle Trip Emissions), Mitigation Measure AIR-5 (Reduce Commercial and Industrial Light Duty Vehicle Trip Emissions), Mitigation Measure AIR-6 (Reduce Commercial and Industrial Truck Trip Emissions), and Mitigation Measure AIR-7 (Reduce Commercial and Industrial Truck Trip Emissions). These measures would primarily reduce mobile source fuel consumption by

requiring the installation of infrastructure that supports the transition to electric vehicles and equipment. While these measures could increase the proposed Project's total electricity consumption, the increase in electricity consumption as petroleum fueled vehicles transition to electricity is generally identified, acknowledged, and planned for in the 2022 Climate Change Scoping Plan and, the Project would ultimately benefit from regulatory actions taken at the state level to reduce emissions from electricity production. For example, SB 100 requires 60% of the power purchased by California to come from renewable sources by 2030 and that all retail electricity be carbon free by 2045.

- **Wastefulness:** The proposed Project's operations-related energy consumption would be necessary and consumed in an efficient manner consistent with all State requirements in effect at the time of approval, including the 2022 (or later) BEES, the 2022 Climate Change Scoping Plan, and the Indio CAP (see Section 5.4 and Section 6.4). In addition, the proposed Project includes design guidelines and development standards that promote building and landscaping energy efficiency, support a multi-modal transportation network, and minimize heat island effects. For example, as described in Section 2.6, the Oasis at Indio Specific Plan includes a goal to ensure the circulation network provides a safe and efficient level of connectivity for commercial and passenger vehicles, bicyclists, and pedestrians, as well as design guidelines that call for multi-family residential development to use building techniques and materials that relate to Indio's warm and dry climate, such as the solar controls and shading, and landscaping palette's to be low maintenance and low water consumption. The orderly, purposeful, and efficient development and operation of the Project in compliance with all applicable design guidelines, design standards, and energy code rules and regulations would not waste energy resources.

As summarized above, the proposed Project would not result in the unnecessary, inefficient, or wasteful use or consumption of energy resources. This impact is considered **less than significant**.

5.4 CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY

The proposed Project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency as there are no such plans in effect that are directly applicable to the Project. Nonetheless, as discussed above, the proposed Project's buildings would be subject residential and non-residential BEES, would incorporate mitigation to reduce GHG emissions that would also reduce building and appliance energy consumption. In addition, the proposed Project's location and mix of land uses, therefore, would contribute to reduced VMT and the efficient use of mobile source energy resources, and the Project would incorporate mitigation to reduce air quality emissions that would also reduce diesel and gasoline fuel consumption. Finally, as described in Section 6.4, the proposed Project would not conflict with the 2022 Scoping Plan, the city's CAP, or any other plan adopted for the purposes of reducing GHG emissions that includes provisions for increased energy efficiency. This impact would be **less than significant.**

6 GREENHOUSE GAS IMPACT ANALYSIS

This chapter evaluates the GHG impacts that could result from implementation of the proposed Project. Unlike air quality, which is influenced by local and regional factors and is therefore considered on the local or regional scale, the effects of global climate change are the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable.

6.1 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a project could result in a potentially significant GHG impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or;
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG; or

The following sections provide context for the evaluation of the Project's GHG emissions and identify the specific thresholds of significance used in this Report.

6.1.1 DISCUSSION OF POTENTIAL GHG EMISSIONS THRESHOLDS OF SIGNIFICANCE

CEQA Guidelines Section 15064 establishes that the determination of the significance of a project's GHG emissions requires careful judgement and a good-faith effort to describe or estimate the amount of GHG emissions resulting from a project. A lead agency may prepare a quantitative or a qualitative analysis of GHG emissions; however, the analysis should focus on a project's reasonably foreseeable change in GHG emissions, for an appropriate timeframe, and with consideration of evolving scientific knowledge and state regulatory schemes. When determining the significance of a project's GHG emissions impact, a lead agency should consider factors such as, but not limited to, the potential increase or decrease in GHG emissions compared to a project's existing environmental setting, whether a project's GHG emissions exceed threshold of significance determined to apply, and the extent to which a project complies with regulations or requirements in an adopted statewide, regional, or local plan for reducing or mitigating GHG emissions, provided such requirements were adopted in a public review process and reduce or mitigate a project's incremental GHG emissions contribution to cumulative climate change effects. In addition, CEQA Guidelines Section 15183.5 sets forth that a lead agency may analyze and mitigate the significant effect of GHG emissions at a programmatic level, such as in a general plan or a separate plan for the reduction of GHG emissions. Such a plan may be used to find that a project's incremental contribution to global climate change is not cumulatively considerable if the project complies with the requirements of the GHG reduction plan, provided the GHG reduction plan: 1) Quantifies existing and projected GHG emissions over a specific time period from activities within a defined geographic area; 2) Establishes a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; 3) Identifies and analyzes the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; 4) Specifies measures, or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified GHG emissions reduction level; 5) Establishes a mechanism to monitor the plan's progress toward and to require

amendment if the plan is not achieving the specific GHG reduction level; and 6) Is adopted in a pubic process following environmental review.

With regards to the programmatic analysis and mitigation of GHG emissions, the city of Indio CAP identifies and mitigates significant GHG emissions at a programmatic level and was prepared in accordance with the requirements of CEQA Guidelines Section 15183.5 for tiering and streamlining the analysis of GHG emissions under CEQA. The CAP establishes the following project-level review thresholds, based on substantial evidence, to exempt projects that are too small to have significant GHG emissions impacts from further analysis.[13]

- **Indio CAP Project Review Screening Thresholds:**
  - Single family residential: 50 units
  - Apartments/condominiums: 70 units
  - General commercial office space: 35,000 square feet
  - Retail space: 11,000 square feet
  - Supermarket/grocery space: 6,300 square feet

The CAP also establishes the following levels, based on substantial evidence, below which activities covered by the CAP would not be cumulatively considerable:

- **Indio CAP 2030 GHG Emissions Targets:**
  - 5.9 $MTCO_2e$ per year per capita ($MTCO_2e$/yr/capita)
  - 4.2 $MTCO_2e$/yr/SP
- **Indio CAP 2040 GHG Emissions Targets:**
  - 3.8 $MTCO_2e$/yr/capita
  - 2.6 $MTCO_2e$/yr/SP

The Indio CAP states that using the CAP to tier or streamline the review of a project's GHG emissions analysis "should be limited to situates where the project is consistent with the General Plan and Zoning, scope is lesser, site-specific or a negative declaration, except when a project requires rezoning to maintain conformity with the general plan" (City of Indio, 2019, page 40).

6.1.2 RECOMMENDED GHG EMISSIONS THRESHOLDS OF SIGNIFICANCE

Based on Appendix G and the information presented in Section 6.1.1, the proposed Project would result in a potentially significant GHG emissions impact if it would:

- Generate GHG emissions, either directly or indirectly, above the 2030 or 2040 GHG emissions level determined by the city of Indio CAP to not result in a cumulatively considerable and adverse impact on the environment:
  - Indio CAP 2030 GHG Emissions Levels: 5.9 $MTCO_2e$/yr/capita or 4.2 $MTCO_2e$/yr/SP

[13] As identified in the CAP, the project-level review thresholds are based on guidance from the California Air Pollution Control Officer's Association that identifies 900 $MTCO_2e$ as an emissions threshold for determining when detailed GHG emissions analysis may be required.

  - Indio CAP 2040 GHG Emissions Levels: 3.8 $MTCO_2e$/yr/capita or 2.6 $MTCO_2e$/yr/SP; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, including the city of Indio CAP, CARB 2022 Scoping Plan, the Sustainable Freight Action Plan, and Connect SoCal.

This Report applies the Indio CAP GHG emissions levels as a significance threshold because the city's emissions levels were developed based on substantial evidence, evaluated in a public process, and includes strategies that provide a roadmap to meet GHG reduction by 2030 and 2040 that are consistent with State emission reduction targets. Although the proposed Project as a whole would not be an activity covered by the CAP, future development proposals within the Project area would be subject to CAP review, completion of the CAP's development review checklist, and incorporation of specific CAP implementation strategies and actions. Therefore, the city's CAP, and more specifically the GHG emissions levels identified in the CAP, represent the best available source of information for evaluating local GHG emissions for projects within the city of Indio.

6.2 GHG EMISSIONS QUANTIFICATION METHODOLOGY

The proposed Project would not directly result in the construction or operation of any specific project; however, the proposed Project's land use plan allows for new residential, commercial, industrial, and infrastructure development projects that could generate construction and operational GHG emissions of that may have an effect on the environment and/or conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions.

The proposed Project's construction and operational GHG emissions were estimated using methods and data sources that are consistent with SCAQMD-recommended guidance and procedures and prevailing practices for CEQA-based GHG emissions estimates. A summary of the proposed Project's GHG emissions sources and the methods used to estimate and evaluate the Project's GHG emissions is provided in Table 6-1.

Table 6-1: Summary of Emissions Quantification Methodologies

Emissions Source	Methodology	Key Data Inputs
Construction Activities	CalEEMod	Size of Project Lot
Area, Energy, Water and Wastewater, Solid Waste, and Refrigeration Sources	CalEEMod	Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency
Mobile Sources	CalEEMod	Number of Trips and Trip Distances
Yard Hostelers	EMFAC	Quantity of Equipment and Distance Travelled

6.2.1 CONSTRUCTION GHG EMISSIONS SOURCES AND MODELING ASSUMPTIONS

MIG estimated the proposed Project's potential construction GHG emissions using CalEEMod (Version 2022.1.1.20). Although future project-specific characteristics are not known, construction activities associated with typical residential, commercial, industrial, and infrastructure development projects in undeveloped areas can include site preparation, grading, trenching, building construction (including foundation work, vertical building work, mechanical, electrical, and plumbing work, and finishing work),

paving, and architectural coating activities.[14] These types of construction activities would consume energy and generate GHG emissions from the following sources:

- **Off-Road Construction Equipment:** Heavy-duty, off-road equipment (e.g., bulldozers, loaders, etc.) would consume diesel fuel and emit GHG during construction of the proposed Project.
- **Construction Vehicle Trips:** Worker vehicle trips, vendor vehicle trips, and haul truck trips generated by the proposed Project's construction activities would consume gasoline, diesel, and electric fuels and emit GHG.

As described in Section 2.5.1.1, construction models were developed for the purposes of evaluating potential environmental impacts from Project-related construction activities, including construction GHG emissions. The construction models are based on the conceptual site plan sand associated development assumptions for the Maximum Buildout Scenario (see Table 2-2 and Figure 2-3) and Scenario 2 (see Table 2-3 and Figure 2-4), and the construction phasing and equipment assumptions used to estimate potential construction GHG emissions are consistent with the CalEEMod inputs used to evaluate the proposed Project's potential construction air quality impacts (MIG, 2023).

The proposed Project's potential construction phases and schedule for each construction model were provided by the Applicant; ,the equipment usage for each construction model was developed using CalEEMod default assumptions. MIG modified certain default assumptions to reflect the following Project-specific characteristics:

- **Schedule:** The proposed Project is a programmatic guide to land use and development in the Project area, and the actual timing of future development projects would be subject to market conditions. As described in Section 2.5.1.1, the construction modeling conducted for the Project assumes concurrent construction in PA 1, PA 2, PA 3, and PA 4. This Report assumes, construction would begin with mass grading of the approximately 183-acre Project area in 2025, followed by the installation of A Street and utility mains, and the construction of the IID substation. Site development for each subsequent construction model run was assumed to begin in May 2025 and proceed concurrently until project construction is completed in 2028. Refer to Table 2-7 and Table 2-8 for construction model schedules for the Maximum Buildout Scenario and Scenario 2, respectively.
- **Demolition:** The demolition phase was removed from the model to reflect the fact the Project area is undeveloped and does not contain structures that require demolition or removal.
- **Soil Hauling**: The model was modified to include 2,525 cubic yards of total soil import hauling during the grading phase. The amount of hauling for each modeled scenario was apportioned based on the ratio of the modeled scenario size to the total Project area size. In addition, 6,000 cubic yards of material movement and 1,500 cubic yards of material movement were added to the mass grading and IID substation construction models, respectively.

6.2.2 OPERATIONAL GHG EMISSIONS SOURCES AND MODELING ASSUMPTIONS

MIG also estimated the proposed Project's potential regional operational emissions using CalEEMod (Version 2022.1.1.20). Although future project-specific characteristics are not known,

[14] The proposed Project would not require demolition activities because the Project area is not currently developed with any buildings or structures.

operational activities associated with typical residential, commercial, industrial, and infrastructure development projects can generate GHG emissions from the following sources:

- **Small "area" sources** including landscaping equipment.
- **Energy use** in the form of natural gas combustion for building water and space heating needs.
- **Mobile sources** including passenger car and truck trips made to and from the site by new residents, visitors, customers, employees, deliveries, vendors, and goods movement.
- **Solid waste** including the transport and disposal of waste generated in the Project area to recycling facilities, composting facilities, and landfills.
- **Water and wastewater sources** such as indoor water use for drinking, cleaning, cooking, etc. and outdoor water use for landscaping. These sources include the imbedded electricity consumption required to supply water to the Project area and treat wastewater produced by individuals working or visiting the site.
- **Off-road sources** such as forklifts and other equipment used to move goods manufactured and/or stored and distributed to and from industrial buildings.
- **Refrigerants** that may escape from appliances (e.g., residential and commercial refrigerators), other on-site building systems (e.g., HVAC equipment).

The following potential sources of GHG emissions were not modeled:

- **Substation Electrical Insulation Gas Leaks:** SF_6 can be used as an insulator for the type of equipment that would be present in the substation. SF_6 leaks were not modeled, since CARB is phasing out SF_6 in gas insulated equipment (CARB, 2021). It was assumed that potential leakage from the SF_6-free insulation would not result in substantial GHG emissions.
- **Vegetation** that includes the release of carbon accumulated in the soil and carbon sequestration from the trees added to the site by the Project. The release of carbon accumulated in the soil of the undeveloped Project area could not be estimated because the data for CO_2 accumulation for the land use type and soil type in the Project area was not available. Additionally, carbon would be sequestered by trees planted in the Project area. The exact number and species of trees in the landscaping plan has not yet been determined, and so carbon sequestration from this source was not quantified.

Similar to construction emissions, the assumptions used in this Report to estimate potential operational GHG emissions are based on, and consistent with, the CalEEMod operational activities and other modeling assumptions used to evaluate the proposed Project's potential operational air quality impacts (MIG, 2023).GHG emissions from operational activities were estimated in CalEEMod, based on default model assumptions, with the following modifications made to reflect Project-specific characteristics:

- **Operation Year:** As explained in Section 2.4, the proposed Project is anticipated to be fully developed by 2033. The construction modeling conducted for the Project is based on concurrent construction activities between 2025 and 2028 to provide a worst-case estimate of maximum daily impacts; however, consistent with the TIA prepared for the Project, full development and occupancy of the site is assumed to occur by 2033.

- **Area Sources:** Woodstoves and wood-burning fireplaces were removed pursuant to SCAQMD Rule 445 and the quantity of wood-burning fireplaces that was removed was added to the default amount of natural-gas fireplaces assumed by CalEEMod.
- **Energy Sources:** Forecasted 2033 GHG emission factors for electricity generation were used instead of 2019 reported factors to reflect the Project's modeled operational year.
- **Mobile Sources:** Mobile source operations were modified to be consistent with the proposed Project's traffic impact and trip generation analyses:
    - **Trip Generation Rates:** The CalEEMod default weekday and weekend trip generation rates for each modeled land use type (e.g., low-rise apartments, strip retail, etc.) was updated to be consistent with the values used in the proposed Project's TIA (LLG, 2023a; see Table 2-4 and Table 2-5).
    - **Trip Type:** The CalEEMod default primary, diverted, and pass by trip percentages were modified to reflect the internal capture (assumed to be diverted) and pass by trip percentages from the proposed Project TIA.
    - **Residential and Industrial Employee Trip Distances:** Residential and industrial employee trip distances were modified to reflect the specific residential VMT/capita (9.6 miles/capita) VMT/employee (18.3 VMT/employee) identified in the proposed Project's VMT screening analysis (LLG, 2023b).
    - **Industrial Truck Trip Distance:** Truck trips were assumed to have an average trip distance of 32.2 miles, consistent with SCAQMD recommendations.[15]
    - **Industrial Truck Trip Types:** The default truck mix was updated to match the trip types identified in the Project's TIA (LLG, 2023a). Trucks were assumed to be a blend of Light-Heavy Duty (LHD) trucks (2-axle), Medium-Heavy Duty (MHD) trucks (3-axle), and Heavy-Heavy Duty (HHD) Trucks based on the breakdown provided in the TIA trip generation estimates (LLG, 2023; see Table 2-4 and Table 2-5).
- **Off-Road Equipment:** A total of 8 diesel yard hostelers (4 at each industrial building) and 217 electric forklifts were added to the modeling, consistent with the warehouse average forklift/pallet jacks per 1,000 square feet determined in the SCAQMD high-cube warehouse survey (SCAQMD, 2014).
- **Refrigerants:** The GWP for residential, commercial, and industrial refrigerants was assumed not to exceed 750 for residential air conditioning and 150 for retail refrigerants, consistent with the requirements of CARB's Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration, Stationary Air-conditioning, and Other End-Uses (CARB 2020b).
- **Substation Land Use** defaults were adjusted to reflect the operation of a substation (e.g.: trip rate reduced to an average of two total trips per day with energy, waste, water, and refrigerant

[15] The average trip length for heavy trucks by vehicle class is based on the staff report during the development of the SCAQMD Rule 2305. SCAQMD's "Second Draft Staff Report Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305" cites a 15.3, 14.2, and 39.9-mile trip length for heavy-heavy trucks of Class 2b-3, Class 4-7, and Class 8, respectively (SCAQMD, 2021). A weighted average was taken based on the vehicle type percentage in the proposed Project's TIA.

sources removed). In addition, as described above, fugitive leaks of SF_6 or other GHG were not estimated for the substation land use.

6.3 PROJECT GHG EMISSIONS

6.3.1 GHG EMISSIONS ESTIMATES

The proposed Project would generate GHG emissions from the short-term construction and long-term operational sources activities described in Section 6.2.1 and Section 6.2.2, respectively. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the Project is decommissioned. Accordingly, the SCAQMD recommends averaging construction GHG emissions over a 30-year period and combining this average with operational emissions estimates to facilitate comparison to potential thresholds, standards, plans, etc. that may be based on annual GHG emissions estimates or GHG reduction targets.

As described in Section 6.2.1, the proposed Project's potential construction emissions are based on a series of individual construction models. The proposed Project's potential total unmitigated construction GHG emissions, in $MTCO_2e$/yr, are summarized in Table 6-2 (Maximum Buildout Scenario) and Table 6-3 (Scenario 2), respectively. Refer to Appendix B for CalEEMod output files and detailed construction emissions assumptions.

Table 6-2: Maximum Buildout Scenario Unmitigated Construction GHG Emissions

Construction Model	GHG Emissions (Metric Tons)				
	CO_2	CH_4	N_2O	Refrigerant CO_2e	Total CO_2e
01: Mass Grading Area	1,160.0	0.0	0.0	0.1	1,164.7
02: "A" Street	136.4	0.0	0.0	0.0	138.4
03: IID Substation	290.5	0.0	0.0	0.0	292.6
04: PA4 Southwest Industrial	3,140.1	0.1	0.1	2.1	3,186.2
05: PA4 Southeast Industrial	3,254.1	0.1	0.2	2.3	3,304.1
06: MBS PA1 Northwest Residential	5,154.0	0.1	0.2	5.1	5,231.6
07: MBS PA1 Northeast and PA2 Mixed-Use	9,695.1	0.2	0.5	9.8	9,846.5
08: MBS PA3 Residential	1,085.3	0.0	0.0	0.9	1,099.3
Total GHG Emissions (2025 to 2028)	23,915.6	0.6	1.0	20.3	24,263.4
Average GHG Emissions Per Year(A)	**797.2**	**0.0**	**0.0**	**0.7**	**808.8**

Source: MIG, 2023 (see Appendix B)

(A) Emissions are averaged over a 30-year period, the assumed lifetime of the Project.

Table 6-3: Scenario 2 Unmitigated Construction GHG Emissions					
Construction Model	**GHG Emissions (Metric Tons)**				
	CO_2	**CH_4**	**N_2O**	**Refrigerant CO_2e**	**Total CO_2e**
01: Mass Grading Area	1,160.0	0.0	0.0	0.1	1,164.7
02: "A" Street	136.4	0.0	0.0	0.0	138.4
03: IID Substation	290.5	0.0	0.0	0.0	292.6
04: PA4 Southwest Industrial	3,140.1	0.1	0.1	2.1	3,186.2
05: PA4 Southeast Industrial	3,254.1	0.1	0.2	2.3	3,304.1
09: S2 PA1 Northwest Residential	2,792.6	0.1	0.1	1.9	2,826.6
10: S2 PA1 Northeast Residential	5,849.9	0.2	0.2	4.8	5,927.2
11: S2 PA2 Commercial	366.4	0.0	0.0	0.0	368.0
12: S2 PA3 Commercial	913.4	0.0	0.0	0.5	924.8
Total GHG Emissions (2025 to 2028)	17903.5	0.5	0.7	11.7	18,132.58
Average GHG Emissions Per Year(B)	**596.8**	**0.0**	**0.0**	**0.4**	**604.4**

Source: MIG, 2023 (see Appendix B)

(A) Emissions are amortized over the life of the Project, which is presumed to be 30 years.

As described in Section 6.2.2, the proposed Project's potential operational GHG emissions estimates are based on the Maximum Buildout Scenario and Scenario 2 conceptual site plan and development assumptions shown in Figure 2-3 and Figure 2-4, the trip generation assumptions listed in Table 2-4, and Table 2-5, and input assumptions used to estimate the Project's operational air quality impacts (MIG, 2023). The modeling assumes full development of the Project area occurs in the year 2033, consistent with the TIA conducted for the proposed Project (LLG, 2023a). The proposed Project's maximum unmitigated operational GHG emissions (in $MTCO_2e$), are summarized in Table 6-4 and Table 6-5 for the Maximum Buildout Scenario and Scenario 2, respectively.

Table 6-4: Maximum Buildout Scenario Unmitigated Operational GHG Emissions (Year 2033)			
Project Emissions Source	**GHG Emissions ($MTCO_2e$) by Land Use Type**		
	Residential	**Non-Residential**	**Total**
Area	737.3	26.9	764.2
Energy	5,426.3	5,227.9	10,654.2
Mobile	12,731.0	32,483.6	45,214.6
Waste	747.9	537.1	1,285.0
Water	249.7	8.1	257.8
Off-Road	0.0	1,174.3	1,174.3
Refrigerants	3.3	0.0	3.3
Average Construction(A)	-	-	808.8
Total Emissions ($MTCO_2e$/yr)(B)	**19,895.5**	**39,458.0**	**60,162.2**
Residents / Employees / SP	**10,465.0**	**3,481.0**	**13,946.0**
Project Emissions ($MTCO_2e$/yr/Capita)	**1.9**	**-**	**-**
Project Emissions ($MTCO_2e$/yr/SP)	**-**	**-**	**4.3**
Indio CAP 2030 Emissions Level	**5.9**	**NA**	**4.2**
CAP 2030 Emissions Level Exceeded?	**No**	**-**	**Yes**
Indio CAP 2040 Emissions Level	**3.8**	**-**	**2.6**
CAP 2040 Emissions Level Exceeded?	**No**	**NA**	**Yes**

Source: MIG, 2023 (see Appendix B)
(A) See Table 6-2.
(B) Totals may not equal due to rounding.

Table 6-5: Scenario 2 Unmitigated Operational GHG Emissions (Year 2033)			
Project Emissions Source	**GHG Emissions ($MTCO_2e$) by Land Use Type**		
	Residential	**Non-Residential**	**Total**
Area	281.5	30.4	311.9
Energy	2,071.7	6,225.4	8,297.1
Mobile	4,145.3	55,152.5	59,297.8
Waste	285.6	691.1	976.7
Water	95.3	31.1	126.5
Off-Road	0.0	1,174.3	1,174.3
Refrigerants	1.4	261.6	263.0
Average Construction(A)	-	-	604.4
Total Emissions ($MTCO_2e$/yr)(B)	**6,880.7**	**63,566.5**	**71,051.7**
Residents / Employees / SP	**3,996.0**	**3,690.0**	**7,686.0**
Project Emissions ($MTCO_2e$/yr/Capita)	**1.7**	**-**	**-**
Project Emissions ($MTCO_2e$/yr/SP)	**-**	**-**	**9.2**
Indio CAP 2030 Emissions Level	**5.9**	**NA**	**4.2**
CAP 2030 Emissions Level Exceeded?	**No**	**-**	**Yes**
Indio CAP 2040 Emissions Level	**3.8**	**-**	**2.6**
CAP 2040 Emissions Level Exceeded?	**No**	**NA**	**Yes**

Source: MIG, 2023 (see Appendix B)
(A) See Table 6-3.
(B) Totals may not equal due to rounding.

As summarized in Table 6-4 and Table 6-5, the proposed Project's potential unmitigated GHG emissions efficiency for the Maximum Buildout Scenario and Scenario 2 would not exceed the CAP's 2030 and 2040 GHG levels on a per capita basis but would exceed the CAP's 2030 and 2040 GHG levels on a service population basis. The modeling also shows:

- **Mobile Sources:** The primary source of the Project's GHG emissions is mobile sources, which account for approximately 75.2% of the total GHG emissions under the Maximum Buildout Scenario and 83.5% of the total GHG emissions under Scenario 2..
- **Energy:** Building energy use is the second highest source of Project GHG emissions, accounting for 17.8% of total GHG emissions under the Maximum Buildout Scenario and 11.7% of total GHG emissions under Scenario 2.
- **Other Sources:** Together, all other sources (area, waste, water, off-road equipment, refrigerants, and average construction) would generate less than 10% of the proposed Project's total GHG emissions. Individually, these other GHG emissions sources each contribute a small percentage of potential GHG emissions. For example, the third largest GHG emissions source under the Maximum Buildout Scenario and Scenario 2 are waste and off-road equipment, respectively, which both account for approximately 1% to 2% of total GHG emissions.

As summarized above, the proposed Project would have the potential to generate GHG emissions that could exceed the GHG emissions levels, in terms of $MTCO_2e$/yr/SP, established by the Indio CAP. This is considered a **potentially significant impact.**

6.3.1.1 GHG Emissions Mitigation Measures

To reduce the proposed Project's potential operational GHG emissions levels, MIG recommends the proposed Project incorporate Mitigation Measure GHG-1 (Reduce Appliance Energy Consumption and GHG Emissions), Mitigation Measure GHG-2 (Maximize Solar Roof Access Area), and Mitigation Measure GHG-3 (Reduce Building Energy Consumption and GHG Emissions).

Mitigation Measure GHG-1: Reduce Appliance Energy Consumption and GHG Emissions. To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products.

Mitigation Measure GHG-2: Maximize Solar Roof Access Area. To reduce building energy related GHG emissions, all future residential, commercial, and industrial development shall design roof areas to maximize the solar access roof area by:

1) Minimizing roof areas occupied by other building systems, shading from natural features, external structures, and, for low-sloped roofs, components of the building itself.
2) Maximizing solar roof access area by covering exterior parking areas with shade control structures that are compatible with photovoltaic systems. This shall only be required if the primary building's rooftop photovoltaic system does not already meet the minimum photovoltaic system size pursuant to the version of the building energy efficiency standards code in effect at the time a project submits its building permit application. The current 2022 Building Energy Efficiency Standards establish minimum PV system size for multifamily residential development with three or less habitable stories using equation 170.2-C, Annual Photovoltaic

Electrical Output, and for multifamily residential development with four or more habitable stories using Equation 170.2D, Photovoltaic Direct Current Size.

Notwithstanding the above mitigation requirements, the design and calculation of individual project solar roof access areas shall be done in compliance with all applicable zoning, design, and building standards of the Oasis at Indio Specific Plan, the Indio Municipal Code, the Indio Unified Development Code, and the California Building Standards Code.

Mitigation Measure GHG-3: Reduce Building Energy Consumption and GHG Emissions. To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the Project area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the city of Indio has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the city of Indio has already established a zero net energy requirement for the standard design building.

In addition to the GHG-specific mitigation measures identified above, it is noted that the proposed Project's Air Quality and Health Risk Assessment Report also recommended mitigation measures to reduce emissions of criteria air pollutants and toxic air contaminants. Some of these air quality mitigation measures would also reduce GHG emissions. The air quality mitigation measures that could reduce GHG emissions are summarized below.

- **Mitigation Measure AIR-2: Reduce Construction NO_X and PM Exhaust Emissions.** This measure requires future development projects to use late model construction equipment and connect to existing electrical service to power stationary and portable construction equipment.
- **Mitigation Measure AIR-3: Reduce Landscaping Equipment Emissions.** This measure supports the voluntary replacement of small off-road equipment less than 25 horsepower that could be used for landscaping activities in the Project area with electric equipment.
- **Mitigation Measure AIR-4: Reduce Residential Vehicle Trip Emissions.** This measure requires residential projects to comply with the Voluntary Tier 1 charging provisions for new construction and voluntary bicycle parking provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the city has adopted local requirements that are more stringent than the CalGreen Code.
- **Mitigation Measure AIR-5: Reduce Commercial and Industrial Light-Duty Vehicle Trip Emissions.** This measure requires commercial projects to develop infrastructure to comply with the Voluntary Tier 1 charging provisions for new construction and the voluntary bicycle accommodations contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the city has adopted local requirements that are more stringent than the CalGreen Code.

- **Mitigation Measure AIR-6: Reduce Commercial and Industrial Truck Trip Emissions.** This measure requires commercial and industrial projects to reduce truck trip emissions by designing and incorporating electrical system infrastructure components that promote and support the use of near-zero and zero emission trucks.
- **Mitigation Measure AIR-7: Reduce Commercial and Industrial Yard Equipment Emissions.** This measure requires commercial and industrial projects to use zero emission yard equipment.

The proposed Project's potential mitigated GHG emissions estimates are summarized in Table 6-6 (Maximum Buildout Scenario) and Table 6-7 (Scenario 2).

Table 6-6: Maximum Buildout Scenario Mitigated Operational GHG Emissions (Year 2033)

Project Emissions Source	GHG Emissions ($MTCO_2e$) by Land Use Type		
	Residential	Non-Residential	Total
Area	737.3	26.9	764.2
Energy	4,479.3	5,193.9	9,673.2
Mobile	12,731.0	32,483.6	45,214.6
Waste	747.9	537.1	1,285.0
Water	249.7	5.1	254.8
Off-Road	0.0	0.0	0.0
Refrigerants	3.3	0.0	3.3
Average Construction	-	-	808.8
Total Emissions ($MTCO_2e$/yr)(A)	**18,948.5**	**38,246.6**	**58,003.8**
Residents / Employees / SP	**10,465**	**3,481**	**13,946**
Project Emissions ($MTCO_2e$/yr/Capita)	**1.8**	**-**	**-**
Project Emissions ($MTCO_2e$/yr/SP)	**-**	**-**	**4.2**
Indio CAP 2030 Emissions Level	**5.9**	**NA**	**4.2**
CAP 2030 Emissions Level Exceeded?	**No**	**-**	**No**
Indio CAP 2040 Emissions Level	**3.8**	**-**	**2.6**
CAP 2040 Emissions Level Exceeded?	**No**	**NA**	**Yes**

Source: MIG, 2023 (see Appendix B)
(A) Totals may not equal due to rounding.

Table 6-7: Scenario 2 Mitigated Operational GHG Emissions (Year 2033)			
Project Emissions Source	**GHG Emissions ($MTCO_2e$) by Land Use Type**		
	Residential	**Non-Residential**	**Total**
Area	281.5	30.4	311.9
Energy	1,680.1	6,098.9	7,779.0
Mobile	4,145.3	55,152.5	59,297.8
Waste	285.6	691.1	976.7
Water	95.3	28.1	123.5
Off-Road	0.0	0	0
Refrigerants	1.4	261.6	263.0
Average Construction	-	-	604.4
Total Emissions ($MTCO_2e$/yr)(A)	**6,489.1**	**62,262.7.0**	**69,365.2**
Residents / Employees / SP	**3,996.0**	**3,690.0**	**7,686.0**
Project Emissions ($MTCO_2e$/yr/Capita)	**2.6**	**-**	**-**
Project Emissions ($MTCO_2e$/yr/SP)	**-**	**-**	**9.0**
Indio CAP 2030 Emissions Level	**5.9**	**NA**	**4.2**
CAP 2030 Emissions Level Exceeded?	**No**	**-**	**Yes**
Indio CAP 2040 Emissions Level	**3.8**	**-**	**2.6**
CAP 2040 Emissions Level Exceeded?	**No**	**NA**	**Yes**
Source: MIG, 2023 (see Appendix B) (A) Totals may not equal due to rounding.			

As shown in Table 6-6 and Table 6-7, the implementation of Mitigation Measures GHG-1 to GHG-3 and AIR-2 to AIR-7 would reduce the proposed Project's GHG emissions under the Maximum Buildout Scenario by approximately 4.8% for residential land uses and approximately 3.1% for non-residential land uses. For Scenario 2, Mitigation Measures GHG-1 to GHG-2 and AIR-2 to AIR-7 are estimated to reduce GHG emissions by approximately 5.7% for residential land uses and approximately 2.1% for non-residential land uses. These GHG emissions reductions are associated with the following mitigating actions:

- GHG-1 (Reduce Appliance Energy Consumption and GHG Emissions): This measure was assumed to reduce appliance energy consumption by up to 15%.
- GHG-2 (Maximize Solar Roof Access Area) and Mitigation Measure GHG-3 (Reduce Building Energy Consumption and GHG Emissions): Approximately 30% of the total CalEEMod default electrical energy demand for residential land uses was assumed to be generated by on-site solar PV systems.[16] Similarly, approximately 0.4% to 34% (Maximum Buildout Scenario) and 0.4% to 9.9% of the total CalEEMod default electrical energy demand for non-residential land uses was assumed to be generated by on-site solar PV systems.[17]

[16] The 2019 BEES establishes a minimum PV system size for Climate Zone 15 of 1.5 watts per square foot of conditioned floor area. On-site residential electricity reduction was estimated by assuming 80% of the total modeled residential square footage would be conditioned space. The resulting PV system size was then input into the National Renewable Energy Laboratories PVWatts Calculator to estimate total annual PV system electricity generation. Refer to Appendix A for detailed on-site renewable electricity generation estimates.

[17] Section 140.10 of the 2022 BEES establishes minimum PV system size requirements for Climate Zone 15 non-residential land uses that range from 0.58 to 3.53 watts per square foot of conditioned floor area. On-site non-residential electricity reduction was estimated by assuming 50% of the total modeled commercial square footage and 5% of the total modeled industrial square footage would be conditioned space. The resulting PV system sizes were then input into the National Renewable Energy

- AIR-8 (Reduce Commercial and Industrial Yard Equipment Emissions. This measure was assumed to eliminate fuel combustion in industrial yard hostelers.

The potential GHG emissions reductions associated with Mitigation Measures AIR-2 to AIR-7 may be much higher but cannot be fully quantified at this time. The amount of EV infrastructure that could be installed in the Project area, the number of ZNE or ZE trucks and EVs that could be supported by this infrastructure, and the specific combustion vehicle trip type that could be displaced due to this infrastructure is speculative at this time. In addition, the increase in electricity consumption associated with the use of electric landscaping equipment and EVs is not known at this time, and thus potential increases in indirect GHG emissions from energy consumption cannot be quantified. State actions to reduce emissions from electricity production would result in less and less GHG emission with time. For example, SB 100 requires 60% of the power purchased by California to come from renewable sources by 2030 and that all retail electricity be carbon-free by 2045; however, in 2033 (the operational year for which Project GHG emissions are estimated), it is probable that there would be some increase in indirect GHG emissions due to higher total electricity consumption by electric equipment and vehicles.

As described above, there is uncertainty regarding the level of GHG emissions reductions that could be achieved by Mitigation Measures GHG-1 to GHG-3 and AIR-2 to AIR-7. A high number of buildings achieving a substantial increase in EV infrastructure and EV use could substantially reduce building energy and mobile sources emissions; however, actual GHG emissions reductions would depend on the type and number of buildings, EV infrastructure, EV use, and other factors that are not known at this time. For the reasons described above, the potential additional GHG emissions reductions resulting from AIR-2 to AIR-7 have not been quantified.

6.3.1.2 GHG Emissions Impact Conclusion

The above analysis indicates that the proposed Project's mitigated GHG emissions would continue to exceed the levels identified in the city's qualified CAP, in terms of $MTCO_2e$/yr/SP; however, it should be noted that the CAP's efficiency metrics are based upon assumed buildout of the General Plan and assumes substantial reductions from measures to be implemented on a citywide basis. To that end, the CAP states that is most valuable when evaluating "future projects (that meet certain requirements)" such as consistency with the General Plan and zoning. The CAP is a programmatic document that considers assumed buildout under the General Plan and applies assumed reductions in emissions from measures to be implemented through year 2040. A plan-level emissions analysis (such as the one above) calculates the emissions generated by a project without accounting for the same emissions-reducing measures assumed by the CAP and that have the effect of reducing the efficiency standards from years 2020 to 2040. As such, the Project's per capita and service population GHG calculations do not assume reductions from citywide measures that were assumed to reduce per capita and service population GHGs in the CAP (even though such measures will likely have the effect of reducing Project GHG emissions). Therefore, the analysis presented above as a comparison to CAP efficiency standards is extremely conservative. Furthermore, as discussed below, the proposed Project would be consistent with and would not obstruct implementation of the CAP and, in that respect, is consistent with the CAP's reduction goals.

Also, although it is possible that the implementation of Mitigation Measures GHG-1 to GHG-3 and AIR-2 to AIR-7, in concert with State actions that support carbon free electricity generation, would result in substantial reductions or even the complete elimination of GHG emissions from the Project's building

Laboratories PVWatts Calculator to estimate total annual PV system electricity generation. Refer to Appendix A for detailed on-site renewable electricity generation estimates.

energy and mobile sources by 2045, the actual reductions that would occur with the implementation of these measures and the ability of future actions to achieve State goals cannot be known at this time and, therefore, is uncertain. Thus, although substantial GHG emissions reductions may occur, the timing and certainty of such reductions cannot be guaranteed. For this reason, the proposed Project's GHG emissions could have the potential to result in direct or indirect cumulative considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures. This impact would be **significant and unavoidable**.

6.4 CONSISTENCY WITH APPLICABLE GHG REDUCTION PLANS

6.4.1 INDIO CLIMATE ACTION PLAN

The proposed Project is a specific plan that would guide land use and development decisions in the approximately 183-acre Project area. As a plan-level document that proposes changes to underlying zoning and General Plan designations to facilitate potential development, the proposed Project is not a specific activity covered by the CAP that is eligible for tiering or streamlining pursuant to CEQA Guidelines Section 15183.5. Although the proposed Project as a whole is not a covered activity, individual future development projects may be covered by the CAP and, if applicable, would be reviewed by the city in accordance with the CAP's Development Review Checklist. The proposed Project's consistency with applicable strategies and implementation actions contained in the city's CAP is summarized in Table 6-8.[18]

Table 6-8: Project Consistency with Indio CAP

CAP Strategy / Implementation Action	Project Consistency
Clean Energy	
Solar Education Program. Encourage installation of solar panels by continuing to aggressively promote Indio's Ygrene and HERO Programs. Additionally, consider partnering with the IID to gather and distribute information on actual energy and cost savings achieved by residential PV systems.	*Consistent*. The Project is consistent with the goal of clean energy. While the proposed Project does not include any existing buildings, the Project would include solar installation for all new residential, commercial, and industrial buildings.

[18] The CAP includes some implementation actions that are not applicable to the proposed Project or individual future development projects in the Project area. For example, the CAP's Clean Energy strategy includes actions to promote the installation of solar systems on existing residential and commercial buildings. The CAP also includes actions that apply to municipal operations. Since the proposed Project area does not include any existing buildings or municipal operations, these actions are not considered further. Table 6-9 only summarizes the Project's consistency with implementation actions that may apply to the Project or future development in the Project area. Actions that clearly would not apply to the Project or future development in the Project area are not included in Table 6-9.

Table 6-8: Project Consistency with Indio CAP	
CAP Strategy / Implementation Action	**Project Consistency**
Low-Carbon Building	
Net Zero Buildings. Adopt regular updates to the City's building code. Require all new buildings to meet or exceed Title 24 standards for net zero building (low-rise residential buildings by 2020 and commercial buildings by 2030)	*Consistent with mitigation.* All development in the Project area would be required by Mitigation Measure GHG-2 and GHG-3 to maximize solar access roof area for PV installation and to exceed the applicable Title 24 energy efficiency standards in effect at the time a build permit application is submitted by at least 5%.
Traffic Signal LED Fixture Upgrades. Continue upgrading traffic signals with light-emitting diodes (LED) fixtures. This measure includes developing and implementing a plan to replace City streetlights and traffic signals with LED fixtures by 2040.	*Consistent.* The proposed Project would allow a mix of private and public development and infrastructure. The city would be responsible for public infrastructure and would implement measures, such as installing LED traffic fixtures at the proposed light at Avenue 42 and Clinton Street.
Zero Waste	
Zero Waste. Implement a zero-waste plan to divert waste from landfills. Actions include working with waste haulers, businesses, and residents to increase recycling and composting, adjusting rate schedules to promote recycling and diversion, and ensuring schools have three-bin programs.	*Consistent.* The proposed Project would be subject to current solid waste diversion regulatory requirements, including composting and recycling requirements. The proposed Project would not conflict with programs, policies, or other actions initiated by the City and/or solid waste contractors to increase waste diversion.
Multifamily Recycling and Composting. Establish a protocol to expand outreach and technical assistance to multifamily buildings.	
Construction and Demolition Waste. Monitor and promote the diversion of construction and demolition waste from landfills.	*Consistent.* The proposed Project would comply with the Title 24 requirement to divert at least 65% of construction and demolition waste.
Event Waste Diversion. Require recycling and food waste diversion at special events, including City-hosted events.	*Consistent.* The proposed Project is not likely to involve special events; however, the city would review future events in the Project area for consistency with this CAP action.

Table 6-8: Project Consistency with Indio CAP	
CAP Strategy / Implementation Action	**Project Consistency**
Water Conservation and Efficiency - Promote Water Conservation	
Landscape and Water Conservation Ordinance. Continue to implement the Coachella Valley Model Water Efficient Landscape Ordinance.	*Consistent*. The Project would use low-water plants and would restrict turf grasses to use areas such as recreation lawns. In addition, future development in the Project area would comply with water conservation ordinances (see Section 2.6).
Rebate Programs. Continue to promote Indio Water Authority rebate programs to reduce water use and improve efficiency.	
Water Conservation Rate Schedule. Continue to implement the "20 x 2020" water conservation rate schedule, exploring the continued implementation of a tiered rate schedule, seasonal rates, and/or excess-use surcharges to reduce peak demands during summer months.	
Turf Reduction and Smart Irrigation Control Systems. Continue to install low-water landscaping and smart irrigation control systems on City-owned parks, properties, and facilities.	
Water Conservation and Efficiency - Promote Water Recycling and Greywater Use	
Recycled Water Use. Expand recycled water use to service additional customers in Indio.	*Not applicable*. Recycled water service is not currently available in the Project area.
Greywater Ordinance. Explore requirements for new commercial and residential developments to be constructed for easy implementation of greywater systems that redirect water from sinks, showers, and bathtubs.	
Sustainable Land Use & Transportation - Support Fuel Efficient and Alternative Fuel Vehicles	
Support Fuel Efficient and Alternative Fuel Vehicles.	*Consistent with mitigation*. The Project would implement Mitigation Measures AIR-4 to AIR-6, which incorporate, bicycle facilities, and EV infrastructure into residential, commercial, and industrial development projects.
Golf Cart Routes and Neighborhood Electric Vehicles. Develop infrastructure that promotes the use of golf carts and neighborhood electric vehicles. This includes installation of paths in new developments that connect to a larger transportation network of charging stations at non-residential uses.	
Vehicle Idling. Establish a local ordinance that exceeds the State idling restrictions.	

Table 6-8: Project Consistency with Indio CAP	
CAP Strategy / Implementation Action	**Project Consistency**
Sustainable Land Use & Transportation - Improve Pedestrian and Bicycle Infrastructure	
Complete Street and Bicycle Network. Implement a citywide Complete Street and bicycle network consisting of Class I multi-use paths, Class II bike lanes, and Class III and Class IV bicycle routes.	*Consistent.* The proposed Project would be consistent with and supportive of these sustainable land use and transportation actions. The Project would include bicycle and pedestrian connections. The interior of the site would have pedestrian or multiuse paths connecting buildings to each other and to parking lots. There is a Class 1 bikeway across from the Project Area's western boundary that connects the Project to a larger bicycle network. In addition, Mitigation Measures AIR-4 and AIR-5 require the inclusion of enhanced bicycle facilities in future residential, commercial, and industrial development projects, such as lockers, showers, etc. consistent with the Tier 1 voluntary provisions of the CalGreen code.
Safe Routes to School. Expand the Safe Routes to School program to reach more schools.	
Subdivision Ordinance. Update the City's site plan review process and subdivision ordinance to require the provision of adequate bicycle and pedestrian access for new development.	
Bicycle Parking. Require all new develop to provide safe and secure parking for bicycles.	
Sustainable Land Use & Transportation - Expand Public Transit Options & Last Mile Connectivity	
Service Network. Expand transit services (frequency and network) in Indio.	*Consistent.* The proposed Project would be consistent with these sustainable land use and transportation actions because it provides for and improves pedestrian and bicycle connectivity to existing public transit near the Project Area; however, the city would be responsible for implementing these specific actions.
Riverside Commuter Transit. Support expansion of the MetroLink commuter rail from Riverside.	

Table 6-8: Project Consistency with Indio CAP	
CAP Strategy / Implementation Action	**Project Consistency**
Sustainable Land Use & Transportation- Support Transportation Demand Management	
Managed Parking. Implement parking standards and management practices through the Zoning Code update that provide sufficient parking, limit impervious surface, and reduce congestion.	*Consistent.* Large individual development projects would be subject to city TDM requirements (see Section 4.3.3.3). Individual developments would be subject to applicable city parking standards.
Sustainable Land Use & Transportation-Promote Smart Growth, TOD & Complete Neighborhoods	
Prioritize Mixed-Use, Connected Development. Implement the Land Use and Urban Design Element's focused growth strategy. Update the City's Zoning Code. Implement the Downtown Specific Plan. Seek a master developer for the Midtown area.	*Consistent.* The Project is a mixed-use development. The Project would implement the Land Use and Urban Design Element of the General Plan.
Create Infill Housing. Establish an infill housing incentive program. Promote the construction of housing affordable to all income levels.	
Placemaking Program. Implement a placemaking program focused on cost-effective and flexible activities.	

As shown in Table 6-8, the proposed Project could conflict with certain CAP strategies and implementation actions; however, the implementation of Mitigation Measures GHG-1 to GHG-3 and AIR-2 to AIR-8 would ensure that the proposed Project and future development within the Project area maximizes consistency with the CAP. This impact would be **less than significant with mitigation.**

6.4.2 CARB SCOPING PLAN

As discussed under Section 4.3.2, the 2022 Climate Change Scoping Plan is CARB's primary roadmap to ensure State GHG reduction goals are met. The 2022 Climate Change Scoping Plan's primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as established by AB 1279. The major elements of the plan are generally geared toward actions either CARB or other state entities will pursue, such as, but not limited to:

- Creation and future implementation of the Carbon Capture, Removal, Utilization, and Storage Program required by SB 905.

- Reducing imbedded GHG emissions in supplied retail electricity by increasing the amount of electricity generated and supplied to the grid from renewable resources, consistent with the requirements identified in SB 100 and SB 1020 (i.e., 60% by 2030, 90% by 2035, 95% 2040, and 100% by 2045).
- Expansion of non-petroleum fueling stations across the state to support the transition to electric, hydrogen, and other alternatively-powered vehicles (e.g., through AB 2127 and SB 1075) while also increasing the use of mass transit, carpooling, and other trip reduction measures (e.g., through the implementation of SB 375).
- Leverage the capacity of California's natural and working lands to function as a sink for carbon emissions. Specifically, AB 1757 requires the CNRA, in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045. This is supported by SB 27, which requires CNRA to establish Natural and Working Lands Climate Smart Strategy, and for CARB to established specified CO_2 removal targets for 2030 and beyond.

The measures identified in the 2022 Scoping Plan Update are statewide in nature and not applicable at the proposed Project's level. The success of the plan primarily relies upon the ability of State agencies, primarily CARB and the CEC, to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. These measures would be developed at the state level. Once developed, state programs may be implemented at the regional, local, or project level, and the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the city of Indio or County of Riverside, emissions generated through gasoline combustion in motor vehicles within the city and the county would produce less GHG in 2030 and 2040 than they do now due to the ACC and ACT programs. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would emit less GHG over time as the State's RPS increases, consistent with the benchmarks established in SB 100 and SB 1020.

Although the 2022 Scoping Plan is statewide in nature, Appendix D to the plan identifies non-binding, potential actions that could be undertaken at a local level to support the State's climate goals. These actions primarily relate to preparing and implementing a qualified Climate Action Plan (CAP) at the local level, but also include specific recommendations regarding the types of measures qualified CAPs should consider to align local actions with those being undertaken at the state-level. Section 3.2.1 of Appendix D also outlines project attributes for residential and mixed-use projects to qualitatively determine consistency with the 2022 Scoping Plan; however, the plan criteria for qualitatively evaluating the consistency of other land uses (e.g., industrial) with the 2022 Scoping Plan Update.

As described in Section 4.3.3.2 and Section 6.1.1, the city of Indio has a qualified CAP that achieves consistency with the State's 2030 GHG reduction target established by SB 32 and puts the city on a path to achieve GHG emissions levels in 2040 that would be consistent with State GHG reduction goals. The CAP does not address the State's goal to achieve carbon neutrality by 2045 because AB 1279 was passed after the CAP was adopted; however, Mitigation Measures GHG-1 to GHG-3 and AIR-2 to AIR-7 include feasible actions that require energy efficiency increases in new buildings and the installation of EV infrastructure, both of which are fundamental strategies identified in the 2022 Scoping Plan for achieving carbon neutrality by 2045. The proposed Project, therefore, would support the overarching goals of the 2022 Scoping Plan Update. This impact would be **less than significant**.

6.4.3 SUSTAINABLE FREIGHT PLAN AND ACT PROGRAM

The proposed Project would not conflict with either the Sustainable Freight Plan nor the ACT Program. Although the proposed Project would include the use of diesel trucks during operation, the Sustainable Freight Plan and ACT Program would be implemented at the state level. As discussed above, the proposed Project includes AIR-5 to AIR-7, which include feasible actions that require the installation of EV infrastructure to support the transition to zero emission trucks / near zero emission trucks over the next few decades. The proposed Project's GHG emissions, however, would benefit (i.e., be reduced) over the long-term with or without these measures as older, less fuel-efficient, and higher polluting engines are decommissioned and replaced by newer, cleaner engines and ZEV trucks. This impact would be **less than significant.**

6.4.4 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS RTP/SCS

As described in Section 4.3.2, the Connect SoCal is a growth strategy and transportation plan that demonstrates how the SCAG region will meet its GHG reduction target through the year 2045. Many of the measures included in the RTP/SCS are focused on the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.), planning growth around livable corridors, and locating new housing and job growth in high quality transit areas. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB's goal for the SCAG region for reducing per capita GHG emissions in the region by 8% by 2020—compared with 2005 levels—and by 19 percent by 2035 (CARB, 2018).

The proposed Project would not be located in a TPA nor would it be located in a HQTA; however, the Project would not generate a significant VMT impact for the Maximum Buildout Scenario, which was the land use option evaluated in the VMT analysis. The retail land use meets the VMT screening criteria and the Project would not exceed the County of Riverside's baseline or cumulative thresholds for residential or office (industrial) development for the Maximum Buildout Scenario (LLG, 2023b). Additionally, the Project has characteristics, such as higher than average residential density and mixed-use developments, that would align with plans to lower VMT.

For these reasons, the Project would not conflict with or otherwise obstruct implementation of Connect SoCal. This impact would be **less than significant**.

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7 REPORT PREPARERS AND REFERENCES

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APPENDIX A: Energy Consumption Estimates

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Sheet 1: Summary of Maximum Buildout Scenario Energy Consumption

Table 1-1: Construction Off-Road and On-Road Equipment Fuel Consumption

Source	Year	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kWh)
Off-Road Equipment	2025	423,051	--	--
	2026	373,651	--	--
	2027	117,871	--	--
	2028	34,478	--	--
Sub-Total		949,051	--	--
On-Road Equipment	2025	123,442	350,478	76,049
	2026	184,993	543,674	146,615
	2027	69,276	278,202	87,990
	2028	14,518	66,354	24,779
Sub-Total		392,230	1,238,707	335,434
Total		1,341,280	1,238,707	335,434

Table 1-2: Operational Vehicle Fuel Consumption

Operational Estimates	Gasoline Fuel Consumed (Gal)	Diesel Fuel Consumed (Gal)	Electricity Consumed (kWh)
Mobile Sources	6,901,726	4,377,034	57,520,008
Off-Road Sources	--	19,144	--

Table 1-3: Operational Energy Consumption (Building)

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Apartments Low Rise	22,183,601	54,983,522
Strip Mall	295,681	134,255
Industrial Building 1	9,640,023	16,406,766
Industrial Building 2	10,616,462	18,068,609
Parking Lot	3,968,490	--
City Park	--	--
Total	46,704,257	89,593,152

Table 1-4: Total Operational Energy Consumption

Source	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kWh)	Natural Gas (kBTU/yr)
Mobile Source	4,396,178	6,901,726	57,520,008	--
Building	--	--	46,704,257	89,593,152
Total	4,396,178	6,901,726	104,224,265	89,593,152

Sheet 2: Construction On-site Fuel Consumption Estimates

Phase	Equipment Type	Runtime (bhp-hr)				Consumption (bhp-hr/gal)[1]	Gallons of Diesel			
		2025	2026	2027	2028		2025	2026	2027	2028
Site Preparation	Rubber Tired Dozers	1,356,358	0	0	0	18.5	73,317	0	0	0
	Tractors/Loaders/Backhoes									
	Off-Highway Trucks									
	Graders									
	Scrapers									
Site Watering	Off-Highway Trucks	705,584	0	0	0		38,140	0	0	0
Grading	Excavators	1,168,468	0	0	0		63,160	0	0	0
	Graders									
	Rubber Tired Dozers									
	Scrapers									
	Tractors/Loaders/Backhoes									
	Off-Highway Trucks									
Utility Install	Compactors	120,285	0	0	0		6,502	0	0	0
	Forklifts									
	Off-Highway Trucks									
	Pumps									
	Scrapers									
Building Construction	Cranes	4,450,626	6,483,264	2,036,604	421,621		240,574	350,447	110,087	22,790
	Forklifts									
	Generator Sets									
	Tractors/Loaders/Backhoes									
	Welders									
	Off-Highway Trucks									
Paving	Cement and Mortar Mixers	25,122	424,690	136,542	210,369		1,358	22,956	7,381	11,371
	Pavers									
	Paving Equipment									
	Rollers									
	Tractors/Loaders/Backhoes									
	Off-Highway Trucks									
Architectural Coating	Air Compressors	0	4,582	7,459	5,861		0	248	403	317
Total							423,051	373,651	117,871	34,478

[1] The Carl Moyer Program Guidelines 2017 Revisions. Table D-21. Approved by the Board April 27, 2017.

Sheet 3-1: Construction Off-site Fuel Consumption Estimates - 2025

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Site Preparation	4275	18.5	79088	LDA	0.25	29.4	91.82%	617	43.6	0.25%	1.1	2.59	5.04%	384.8	6.3	62.3	2.89%	90.3	9.2	3,071.8	3.9	618.4
				LDT1	0.50	24.0	99.54%	1,638	25.0	0.04%	0.7	2.59	0.20%	31.2	5.9	68.0	0.21%	14.4	1.2			
				LDT2	0.25	24.1	97.79%	804	33.7	0.36%	2.1	2.59	0.85%	65.1	6.1	64.6	1.00%	32.6	3.1			
Site Watering	1620	18.5	29970	LDA	0.25	29.4	91.82%	234	43.6	0.25%	0.4	2.59	5.04%	145.8	6.3	62.3	2.89%	34.2	3.5	1,164.1	1.5	234.3
				LDT1	0.50	24.0	99.54%	621	25.0	0.04%	0.3	2.59	0.20%	11.8	5.9	68.0	0.21%	5.4	0.5			
				LDT2	0.25	24.1	97.79%	304	33.7	0.36%	0.8	2.59	0.85%	24.7	6.1	64.6	1.00%	12.4	1.2			
Grading	2925	18.5	54113	LDA	0.25	29.4	91.82%	422	43.6	0.25%	0.8	2.59	5.04%	263.3	6.3	62.3	2.89%	61.8	6.3	2,101.8	2.7	423.1
				LDT1	0.50	24.0	99.54%	1,121	25.0	0.04%	0.5	2.59	0.20%	21.3	5.9	68.0	0.21%	9.8	0.8			
				LDT2	0.25	24.1	97.79%	550	33.7	0.36%	1.4	2.59	0.85%	44.5	6.1	64.6	1.00%	22.3	2.1			
Utility Install	600	18.5	11100	LDA	0.25	29.4	91.82%	87	43.6	0.25%	0.2	2.59	5.04%	54.0	6.3	62.3	2.89%	12.7	1.3	431.1	0.6	86.8
				LDT1	0.50	24.0	99.54%	230	25.0	0.04%	0.1	2.59	0.20%	4.4	5.9	68.0	0.21%	2.0	0.2			
				LDT2	0.25	24.1	97.79%	113	33.7	0.36%	0.3	2.59	0.85%	9.1	6.1	64.6	1.00%	4.6	0.4			
Building Construction	452998.84	18.5	8E+06	LDA	0.25	29.4	91.82%	65,367	43.6	0.25%	120.0	2.59	5.04%	40,779.4	6.3	62.3	2.89%	9,572.6	971.0	325,506.2	415.4	65,526.7
				LDT1	0.50	24.0	99.54%	173,568	25.0	0.04%	72.1	2.59	0.20%	3,304.1	5.9	68.0	0.21%	1,523.3	131.1			
				LDT2	0.25	24.1	97.79%	85,144	33.7	0.36%	223.3	2.59	0.85%	6,893.1	6.1	64.6	1.00%	3,454.2	325.5			
Paving	225	18.5	4162.5	LDA	0.25	29.4	91.82%	32	43.6	0.25%	0.1	2.59	5.04%	20.3	6.3	62.3	2.89%	4.8	0.5	161.7	0.2	32.5
				LDT1	0.50	24.0	99.54%	86	25.0	0.04%	0.0	2.59	0.20%	1.6	5.9	68.0	0.21%	0.8	0.1			
				LDT2	0.25	24.1	97.79%	42	33.7	0.36%	0.1	2.59	0.85%	3.4	6.1	64.6	1.00%	1.7	0.2			
Sub-Total Worker Trips Energy Consumption				Gasoline (gal)				330,978.7	Diesel (gal)		424.2	Electricity (kWh)		52,061.9	Hybrid (kWh; gal of gasoline)			14,859.9	1,458.0	332,436.7	424.2	66,921.8
Vendor Trips																						
Site Preparation	5	10.2	51	MHDT	0.5	5.2	19.47%	1	9.1	79.74%	2	0.94	0.79%	0.21	--	--	--	--	--	0.9	6.3	0.5
				HHDT	0.5	3.8	0.02%	0.00	6.3	99.43%	4	0.55	0.55%	0.25	--	--	--	--	--			
Building Construction	94376.2	10.2	962637	MHDT	0.5	5.2	19.47%	17,895	9.1	79.74%	42,189	0.94	0.79%	4,040.58	--	--	--	--	--	17,924.5	118,294.2	8,821.4
				HHDT	0.5	3.8	0.02%	30	6.3	99.43%	76,106	0.55	0.55%	4,780.85	--	--	--	--	--			
Paving	600	10.2	6120	MHDT	0.5	5.2	19.47%	114	9.1	79.74%	268	0.94	0.79%	25.69						114.0	752.1	56.1
				HHDT	0.5	3.8	0.02%	0	6.3	99.43%	484	0.55	0.55%	30.39								
Sub-Total Vendor Trips Energy Consumption				Gasoline (gal)				18,039.4	Diesel (gal)		119,052.5	Electricity (kWh)		8,878.0	--	--	--	--	--	18,039	119,053	8,878
Hauling Trips																						
Site Preparation	938	20	18760	HHDT	1.0	3.8	0.02%	1.2	6.3	99.43%	2,966	0.6	0.55%	186.34	--	--	--	--	--	1.2	2,966	186.34
Grading	315.9	20	6318	HHDT	1.0	3.8	0.02%	0.4	6.3	99.43%	999	0.6	0.55%	62.76	--	--	--	--	--	0.4	999	62.76
Sub-Total Haul Trips Energy Consumption				Gasoline (gal)				1.556	Diesel (gal)		3,965.3	Electricity (kWh)		249	--	--	--	--	--	1.6	3,965.3	249.1
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**350,478**		**Diesel (gal)**	**123,442**		**Electricity (kWh)**			**76,049**					

Sheet 3-2: Construction Off-site Fuel Consumption Estimates - 2026

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Building Construction	734460.36	18.5	1E+07	LDA	0.25	30.1	91.08%	102,842	44.1	0.23%	176.3	2.59	5.64%	73,960.7	6.2	63.5	3.05%	16,717.3	1,634.1	512,868.4	631.4	121,614.4
				LDT1	0.50	24.5	99.39%	275,659	25.1	0.04%	96.5	2.59	0.29%	7,588.7	5.8	69.0	0.29%	3,372.2	282.0			
				LDT2	0.25	24.6	97.47%	134,367	34.3	0.36%	358.6	2.59	1.04%	13,577.4	6.0	65.7	1.13%	6,398.2	583.8			
Paving	1227.5	18.5	22709	LDA	0.25	30.1	91.08%	172	44.1	0.23%	0.3	2.59	5.64%	123.6	6.2	63.5	3.05%	27.9	2.7	857.2	1.1	203.3
				LDT1	0.50	24.5	99.39%	461	25.1	0.04%	0.2	2.59	0.29%	12.7	5.8	69.0	0.29%	5.6	0.5			
				LDT2	0.25	24.6	97.47%	225	34.3	0.36%	0.6	2.59	1.04%	22.7	6.0	65.7	1.13%	10.7	1.0			
Architectural Coating	2685.67	18.5	49685	LDA	0.25	30.1	91.08%	376	44.1	0.23%	0.6	2.59	5.64%	270.4	6.2	63.5	3.05%	61.1	6.0	1,875.4	2.3	444.7
				LDT1	0.50	24.5	99.39%	1,008	25.1	0.04%	0.4	2.59	0.29%	27.7	5.8	69.0	0.29%	12.3	1.0			
				LDT2	0.25	24.6	97.47%	491	34.3	0.36%	1.3	2.59	1.04%	49.6	6.0	65.7	1.13%	23.4	2.1			
Sub-Total Worker Trips Energy Consumption						Gasoline (gal)		515,601.0	Diesel (gal)		634.8	Electricity (kWh)		95,633.6	Hybrid (kWh; gal of gasoline)			26,628.7	2,513.3	515,601.0	634.8	122,262.3
Vendor Trips																						
Building Construction	149864.8	10.2	2E+06	MHDT	0.5	5.3	19.41%	28,026	9.2	79.18%	66,093	0.94	1.41%	11,417.85	--	--	--	--	--	28,072.6	184,358.7	24,353.1
				HHDT	0.5	3.8	0.02%	47.09	6.4	99.04%	118,266	0.55	0.94%	12,935.24	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption						Gasoline (gal)		28,072.6	Diesel (gal)		184,358.7	Electricity (kWh)		24,353.1	--	--	--	--	--	28,073	184,359	24,353
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**543,674**		**Diesel (gal)**	**184,993**		**Electricity (kWh)**			**146,615**					

Sheet 3-3: Construction Off-site Fuel Consumption Estimates - 2027

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Building Construction	383172	18.5	7E+06	LDA	0.25	30.7	90.39%	52,186	44.8	0.21%	82.3	2.59	6.20%	42,432.2	6.1	64.2	3.20%	9,272.0	881.8	261,497.9	294.2	71,477.3
				LDT1	0.50	25.0	99.22%	140,920	26.3	0.02%	27.8	2.59	0.39%	5,362.6	5.7	69.5	0.37%	2,304.7	189.8			
				LDT2	0.25	25.2	97.16%	68,392	35.0	0.36%	184.1	2.59	1.22%	8,363.3	5.9	66.3	1.25%	3,742.5	334.2			
Paving	675	18.5	12488	LDA	0.25	30.7	90.39%	92	44.8	0.21%	0.1	2.59	6.20%	74.7	6.1	64.2	3.20%	16.3	1.6	460.7	0.5	125.9
				LDT1	0.50	25.0	99.22%	248	26.3	0.02%	0.0	2.59	0.39%	9.4	5.7	69.5	0.37%	4.1	0.3			
				LDT2	0.25	25.2	97.16%	120	35.0	0.36%	0.3	2.59	1.22%	14.7	5.9	66.3	1.25%	6.6	0.6			
Architectural Coating	8284	18.5	153254	LDA	0.25	30.7	90.39%	1,128	44.8	0.21%	1.8	2.59	6.20%	917.4	6.1	64.2	3.20%	200.5	19.1	5,653.5	6.4	1,545.3
				LDT1	0.50	25.0	99.22%	3,047	26.3	0.02%	0.6	2.59	0.39%	115.9	5.7	69.5	0.37%	49.8	4.1			
				LDT2	0.25	25.2	97.16%	1,479	35.0	0.36%	4.0	2.59	1.22%	180.8	5.9	66.3	1.25%	80.9	7.2			
Sub-Total Worker Trips Energy Consumption						Gasoline (gal)		267,612.0	Diesel (gal)		301.0	Electricity (kWh)		57,471.2	Hybrid (kWh; gal of gasoline)			15,677.3	1,438.6	267,612.0	301.0	73,148.5
Vendor Trips																						
Building Construction	57384	10.2	585317	MHDT	0.5	5.4	19.33%	10,572	9.2	78.37%	24,859	0.94	2.30%	7,159.86	--	--	--	--	--	10,589.8	68,975.4	14,841.5
				HHDT	0.5	3.9	0.02%	17.63	6.5	98.52%	44,116	0.55	1.46%	7,681.61	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption						Gasoline (gal)		10,589.8	Diesel (gal)		68,975.4	Electricity (kWh)		14,841.5	--	--	--	--	--	10,590	68,975	14,841
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**278,202**		**Diesel (gal)**	**69,276**		**Electricity (kWh)**			**87,990**					

Sheet 3-4: Construction Off-site Fuel Consumption Estimates - 2028

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Building Construction	82110	18.5	2E+06	LDA	0.25	31.3	89.75%	10,900	45.6	0.18%	15.3	2.59	6.75%	9,891.1	6.0	65.2	3.32%	2,091.9	193.6	54,819.6	59.7	17,077.6
				LDT1	0.50	25.4	99.00%	29,593	26.3	0.02%	5.4	2.59	0.51%	1,502.8	5.7	70.1	0.47%	626.1	50.8			
				LDT2	0.25	25.7	96.85%	14,327	35.6	0.37%	39.0	2.59	1.42%	2,078.3	5.9	67.1	1.37%	887.3	77.6			
Paving	1000	18.5	18500	LDA	0.25	31.3	89.75%	133	45.6	0.18%	0.2	2.59	6.75%	120.5	6.0	65.2	3.32%	25.5	2.4	667.6	0.7	208.0
				LDT1	0.50	25.4	99.00%	360	26.3	0.02%	0.1	2.59	0.51%	18.3	5.7	70.1	0.47%	7.6	0.6			
				LDT2	0.25	25.7	96.85%	174	35.6	0.37%	0.5	2.59	1.42%	25.3	5.9	67.1	1.37%	10.8	0.9			
Architectural Coating	12925	18.5	239113	LDA	0.25	31.3	89.75%	1,716	45.6	0.18%	2.4	2.59	6.75%	1,557.0	6.0	65.2	3.32%	329.3	30.5	8,629.2	9.4	2,688.2
				LDT1	0.50	25.4	99.00%	4,658	26.3	0.02%	0.9	2.59	0.51%	236.6	5.7	70.1	0.47%	98.6	8.0			
				LDT2	0.25	25.7	96.85%	2,255	35.6	0.37%	6.1	2.59	1.42%	327.1	5.9	67.1	1.37%	139.7	12.2			
Sub-Total Worker Trips Energy Consumption						Gasoline (gal)		64,116.5	Diesel (gal)		69.8	Electricity (kWh)		15,756.9	Hybrid (kWh; gal of gasoline)			4,216.8	376.6	64,116.5	69.8	19,973.7
Vendor Trips																						
Building Construction	12320	10.2	125664	MHDT	0.5	5.4	19.19%	2,234	9.3	77.20%	5,223	0.9	3.62%	2,412.19	--	--	--	--	--	2,237.3	14,447.9	4,805.6
				HHDT	0.5	3.9	0.02%	3.67	6.7	97.87%	9,225	0.6	2.11%	2,393.45	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption						Gasoline (gal)		2,237.3	Diesel (gal)		14,447.9	Electricity (kWh)		4,805.6	--	--	--	--	--	2,237	14,448	4,806
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**66,354**		**Diesel (gal)**	**14,518**		**Electricity (kWh)**			**24,779**					

Sheet 4: Average Fuel Efficiency - Riverside County

EMFAC2021 Riverside County Fuel Efficiency Estimates for 2033

Table 1: 2033 Riverside County Average Vehicle Fuel Efficiency (Gasoline)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Gallons Per Day	Miles Per Gallon
HHDT	1.68	211.19	49.74	4.25
LDA	134,128.95	4,216,640.16	126,299.07	33.39
LDT1	12,018.48	411,361.32	14,962.56	27.49
LDT2	85,407.76	3,096,229.71	112,086.51	27.62
LHDT1	4,947.93	174,458.63	10,726.50	16.26
LHDT2	820.12	25,463.51	1,877.76	13.56
MCY	6,413.50	37,398.48	853.61	43.81
MDV	52,952.79	1,940,705.70	85,060.02	22.82
MH	651.01	5,925.48	1,224.37	4.84
MHDT	681.01	46,831.77	8,376.07	5.59
OBUS	89.33	5,207.27	930.90	5.59
SBUS	95.23	6,774.18	720.44	9.40
UBUS	0.00	0.00	0.00	0.00
TOTAL	298,207.80	9,967,207.41	363,167.55	27.45

Table 2: 2033 Riverside County Average Vehicle Fuel Efficiency (Diesel)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Gallons Per Day	Miles Per Gallon
HHDT	8,587.37	1,625,720.83	225,517.34	7.21
LDA	153.07	3,832.72	77.32	49.57
LDT1	0.09	3.31	0.11	29.54
LDT2	318.10	11,723.36	309.02	37.94
LHDT1	3,219.06	112,636.58	5,228.09	21.54
LHDT2	1,537.00	51,892.37	2,829.03	18.34
MCY	0.00	0.00	0.00	0.00
MDV	581.11	21,562.12	753.93	28.60
MH	490.48	3,866.63	373.08	10.36
MHDT	2,555.94	121,523.12	12,650.15	9.61
OBUS	63.38	4,438.16	606.77	7.31
SBUS	103.00	2,059.29	272.99	7.54
UBUS	0.00	0.00	0.00	0.00
TOTAL	17608.59	1959258.49	248617.82	7.88

Table 3: 2033 Riverside County Average Vehicle Fuel Efficiency (Electricity)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Energy Consumption (kWh/day)	Miles Per kWh
HHDT	620.11	105,250.79	190,043.55	0.55
LDA	19,118.09	669,729.36	249,277.14	2.69
LDT1	285.36	9,915.26	3,573.16	2.77
LDT2	3,786.61	99,652.64	35,317.63	2.82
LHDT1	1,185.22	61,082.56	34,782.78	1.76
LHDT2	299.40	14,790.52	8,421.51	1.76
MCY	0.00	0.00	0.00	0.00
MDV	3,134.62	85,259.16	30,823.53	2.77
MH	0.00	0.00	0.00	0.00
MHDT	584.86	35,567.68	37,834.21	0.94
OBUS	12.82	1,405.08	1,498.17	0.94
SBUS	34.43	1,198.03	1,385.29	0.86
UBUS	28.93	1,941.65	3,922.15	0.50
TOTAL	29,090.48	1,085,792.73	596,879.11	1.82

* EMFAC output available upon request

Sheet 1: Summary of Energy Consumption

Table 1-1: Off-Road Equipment Fuel Consumption

Source	Year	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kWh)
Off-Road Equipment	2025	440,953	--	--
	2026	385,915	--	--
	2027	111,459	--	--
	2028	32,977	--	--
Sub-Total		971,304	--	--
On-Road Equipment	2025	90,505	200,327	44,379
	2026	130,662	314,838	86,824
	2027	32,013	131,311	41,228
	2028	7,504	34,848	12,918
Sub-Total		260,684	681,325	185,350
Total		1,231,987	681,325	185,350

Table 1-2: Operational Vehicle Fuel Consumption

Operational Estimates	Gasoline Fuel Consumed (Gal)	Diesel Fuel Consumed (Gal)	Electricity Consumed (kWh)
Mobile Sources	8,770,362	5,672,446	75,384,707
Off-Road Sources	--	19,144	--

Table 1-3: Operational Energy Consumption (Building)

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Apartments Low Rise	8,469,480	20,992,166
Fast Food w/ Drive Thru	817,741	1,284,008
Supermarket	1,853,843	1,076,482
Hotel	2,047,003	6,402,648
Convenience Market w/ Gas Pumps	187,257	108,736
Automobile Care Center	151,872	162,423
Industrial Building 1	9,640,023	16,406,766
Industrial Building 2	10,616,462	18,068,609
Parking Lot	3,854,015	--
City Park	--	--
Total	37,637,696	64,501,838

Table 1-4: Total Operational Energy Consumption

Source	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kWh)	Natural Gas (kBTU/yr)
Mobile Source	5,691,590	8,770,362	75,384,707	--
Building	--	--	37,637,696	64,501,838
Total	5,691,590	8,770,362	113,022,403	64,501,838

Sheet 2: Construction On-site Fuel Consumption Estimations

Phase	Equipment Type	Runtime (bhp-hr)				Consumption (bhp-hr/gal)[1]	Gallons of Diesel			
		2025	2026	2027	2028		2025	2026	2027	2028
Site Preparation	Rubber Tired Dozers	1,391,681	0	0	0	18.5	75,226	--	--	--
	Tractors/Loaders/Backhoes									
	Off-Highway Trucks									
	Graders									
	Scrapers									
Site Watering	Off-Highway Trucks	705,584	0	0	0		38,140	--	--	--
Grading	Excavators	1,168,468	0	0	0		63,160	--	--	--
	Graders									
	Rubber Tired Dozers									
	Scrapers									
	Tractors/Loaders/Backhoes									
	Off-Highway Trucks									
Utility Install	Compactors	120,285	0	0	0		6,502	--	--	--
	Forklifts									
	Off-Highway Trucks									
	Pumps									
	Scrapers									
Building Construction	Cranes	4,746,494	6,683,732	1,917,982	415,018		256,567	361,283	103,675	22,433
	Forklifts									
	Generator Sets									
	Tractors/Loaders/Backhoes									
	Welders									
	Off-Highway Trucks									
Paving	Cement and Mortar Mixers	25,122	448,989	136,542	190,786		1,358	24,270	7,381	10,313
	Pavers									
	Paving Equipment									
	Rollers									
	Tractors/Loaders/Backhoes									
	Off-Highway Trucks									
Architectural Coating	Air Compressors	0	6,713	7,459	4,262		--	363	403	230
Total							440,953	385,915	111,459	32,977

[1] The Carl Moyer Program Guidelines 2017 Revisions. Table D-21. Approved by the Board April 27, 2017.

Sheet 3-1: Construction Off-site Fuel Consumption Estimates - 2025

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Site Preparation	4475	18.5	82788	LDA	0.25	29.4	91.82%	646	43.6	0.25%	1.2	2.59	5.04%	402.8	6.3	62.3	2.89%	94.6	9.6	3,215.5	4.1	647.3
				LDT1	0.50	24.0	99.54%	1,715	25.0	0.04%	0.7	2.59	0.20%	32.6	5.9	68.0	0.21%	15.0	1.3			
				LDT2	0.25	24.1	97.79%	841	33.7	0.36%	2.2	2.59	0.85%	68.1	6.1	64.6	1.00%	34.1	3.2			
Site Watering	1620	18.5	29970	LDA	0.25	29.4	91.82%	234	43.6	0.25%	0.4	2.59	5.04%	145.8	6.3	62.3	2.89%	34.2	3.5	1,164.1	1.5	234.3
				LDT1	0.50	24.0	99.54%	621	25.0	0.04%	0.3	2.59	0.20%	11.8	5.9	68.0	0.21%	5.4	0.5			
				LDT2	0.25	24.1	97.79%	304	33.7	0.36%	0.8	2.59	0.85%	24.7	6.1	64.6	1.00%	12.4	1.2			
Grading	2925	18.5	54113	LDA	0.25	29.4	91.82%	422	43.6	0.25%	0.8	2.59	5.04%	263.3	6.3	62.3	2.89%	61.8	6.3	2,101.8	2.7	423.1
				LDT1	0.50	24.0	99.54%	1,121	25.0	0.04%	0.5	2.59	0.20%	21.3	5.9	68.0	0.21%	9.8	0.8			
				LDT2	0.25	24.1	97.79%	550	33.7	0.36%	1.4	2.59	0.85%	44.5	6.1	64.6	1.00%	22.3	2.1			
Utility Install	600	18.5	11100	LDA	0.25	29.4	91.82%	87	43.6	0.25%	0.2	2.59	5.04%	54.0	6.3	62.3	2.89%	12.7	1.3	431.1	0.6	86.8
				LDT3	0.50	24.0	99.54%	230	25.0	0.04%	0.1	2.59	0.20%	4.4	5.9	68.0	0.21%	2.0	0.2			
				LDT4	0.25	24.1	97.79%	113	33.7	0.36%	0.3	2.59	0.85%	9.1	6.1	64.6	1.00%	4.6	0.4			
Building Construction	250744.64	18.5	5E+06	LDA	0.25	29.4	91.82%	36,182	43.6	0.25%	66.4	2.59	5.04%	22,572.3	6.3	62.3	2.89%	5,298.6	537.5	180,174.7	229.9	36,270.4
				LDT1	0.50	24.0	99.54%	96,073	25.0	0.04%	39.9	2.59	0.20%	1,828.9	5.9	68.0	0.21%	843.2	72.6			
				LDT2	0.25	24.1	97.79%	47,129	33.7	0.36%	123.6	2.59	0.85%	3,815.5	6.1	64.6	1.00%	1,912.0	180.2			
Paving	225	18.5	4162.5	LDA	0.25	29.4	91.82%	32	43.6	0.25%	0.1	2.59	5.04%	20.3	6.3	62.3	2.89%	4.8	0.5	161.7	0.2	32.5
				LDT1	0.50	24.0	99.54%	86	25.0	0.04%	0.0	2.59	0.20%	1.6	5.9	68.0	0.21%	0.8	0.1			
				LDT2	0.25	24.1	97.79%	42	33.7	0.36%	0.1	2.59	0.85%	3.4	6.1	64.6	1.00%	1.7	0.2			
Sub-Total Worker Trips Energy Consumption				Gasoline (gal)				186,427.7	Diesel (gal)		238.9	Electricity (kWh)		29,324.5	Hybrid (kWh; gal of gasoline)			8,370.0	821.2	187,248.9	238.9	37,694.5
Vendor Trips																						
Site Preparation	5	10.2	51	MHDT	0.5	5.2	19.47%	1	9.1	79.74%	2	0.94	0.79%	0.21	--	--	--	--	--	0.9	6.3	0.5
				HHDT	0.5	3.8	0.02%	0	6.3	99.43%	4	0.55	0.55%	0.25	--	--	--	--	--			
Building Construction	68246.3	10.2	696112	MHDT	0.5	5.2	19.47%	12,940.17	9.1	79.74%	30,508	0.9	0.79%	2,921.87	--	--	--	--	--	12,961.8	85,542.1	6,379.0
				HHDT	0.5	3.8	0.02%	21.59	6.3	99.43%	55,034	0.6	0.55%	3,457.18	--	--	--	--	--			
Paving	600	10.2	6120	MHDT	0.5	5.2	19.47%	113.77	9.1	79.74%	268	0.9	0.79%	25.69	--	--	--	--	--	114.0	752.1	56.1
				HHDT	0.5	3.8	0.02%	0.19	6.3	99.43%	484	0.6	0.55%	30.39	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption				Gasoline (gal)				13,076.7	Diesel (gal)		86,300.5	Electricity (kWh)		6,435.6	--	--	--	--	--	13,077	86,300	6,436
Hauling Trips																						
Site Preparation	938	20	18760	HHDT	1.0	3.8	0.02%	1.2	6.3	99.43%	2,966	0.6	0.55%	186.34	--	--	--	--	--	1.2	2,966	186.34
Grading	315.9	20	6318	HHDT	1.0	3.8	0.02%	0.4	6.3	99.43%	999	0.6	0.55%	62.76						0.4	999	62.76
Sub-Total Haul Trips Energy Consumption				Gasoline (gal)				1.164	Diesel (gal)		2,966.3	Electricity (kWh)		186	--	--	--	--	--	1.6	3,965.3	249.1
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**200,327**		**Diesel (gal)**	**90,505**		**Electricity (kWh)**			**44,379**					

Sheet 3-2: Construction Off-site Fuel Consumption Estimates - 2026

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Building Construction	416087.56	18.5	8E+06	LDA	0.25	30.1	91.08%	58,262	44.1	0.23%	99.9	2.59	5.64%	41,900.3	6.2	63.5	3.05%	9,470.7	925.8	291,967.3	357.7	68,897.2
				LDT1	0.50	24.5	99.39%	156,167	25.1	0.04%	54.7	2.59	0.29%	4,299.2	5.8	69.0	0.29%	1,910.4	159.8			
				LDT2	0.25	24.6	97.47%	76,122	34.3	0.36%	203.2	2.59	1.04%	7,691.9	6.0	65.7	1.13%	3,624.7	330.7			
Paving	2390	18.5	44215	LDA	0.25	30.1	91.08%	335	44.1	0.23%	0.6	2.59	5.64%	240.7	6.2	63.5	3.05%	54.4	5.3	1,677.1	2.1	395.7
				LDT1	0.50	24.5	99.39%	897	25.1	0.04%	0.3	2.59	0.29%	24.7	5.8	69.0	0.29%	11.0	0.9			
				LDT2	0.25	24.6	97.47%	437	34.3	0.36%	1.2	2.59	1.04%	44.2	6.0	65.7	1.13%	20.8	1.9			
Architectural Coating	1927.67	18.5	35662	LDA	0.25	30.1	91.08%	270	44.1	0.23%	0.5	2.59	5.64%	194.1	6.2	63.5	3.05%	43.9	4.3	1,352.6	1.7	319.2
				LDT1	0.50	24.5	99.39%	723	25.1	0.04%	0.3	2.59	0.29%	19.9	5.8	69.0	0.29%	8.9	0.7			
				LDT2	0.25	24.6	97.47%	353	34.3	0.36%	0.9	2.59	1.04%	35.6	6.0	65.7	1.13%	16.8	1.5			
Sub-Total Worker Trips Energy Consumption						Gasoline (gal)		293,566.0	Diesel (gal)		361.4	Electricity (kWh)		54,450.6	Hybrid (kWh; gal of gasoline)			15,161.5	1,431.0	294,997.0	361.4	69,612.1
Vendor Trips																						
Building Construction	105920.9	10.2	1E+06	MHDT	0.5	5.3	19.41%	19,808	9.2	79.18%	46,713	0.94	1.41%	8,069.87	--	--	--	--	--	19,841.1	130,300.4	17,212.2
				HHDT	0.5	3.8	0.02%	33.28	6.4	99.04%	83,587	0.55	0.94%	9,142.32	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption						Gasoline (gal)		19,841.1	Diesel (gal)		130,300.4	Electricity (kWh)		17,212.2	--	--	--	--	--	19,841	130,300	17,212
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**314,838**		**Diesel (gal)**	**130,662**		**Electricity (kWh)**			**86,824**					

Sheet 3-3: Construction Off-site Fuel Consumption Estimates - 2027

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Building Construction	178614	18.5	3E+06	LDA	0.25	30.7	90.39%	24,326	44.8	0.21%	38.4	2.59	6.20%	19,779.6	6.1	64.2	3.20%	4,322.1	411.1	122,551.4	137.1	33,318.8
				LDT1	0.50	25.0	99.22%	65,689	26.3	0.02%	13.0	2.59	0.39%	2,499.8	5.7	69.5	0.37%	1,074.3	88.5			
				LDT2	0.25	25.2	97.16%	31,881	35.0	0.36%	85.8	2.59	1.22%	3,898.5	5.9	66.3	1.25%	1,744.5	155.8			
Paving	675	18.5	12488	LDA	0.25	30.7	90.39%	92	44.8	0.21%	0.1	2.59	6.20%	74.7	6.1	64.2	3.20%	16.3	1.6	463.1	0.5	125.9
				LDT1	0.50	25.0	99.22%	248	26.3	0.02%	0.0	2.59	0.39%	9.4	5.7	69.5	0.37%	4.1	0.3			
				LDT2	0.25	25.2	97.16%	120	35.0	0.36%	0.3	2.59	1.22%	14.7	5.9	66.3	1.25%	6.6	0.6			
Architectural Coating	4960	18.5	91760	LDA	0.25	30.7	90.39%	676	44.8	0.21%	1.1	2.59	6.20%	549.3	6.1	64.2	3.20%	120.0	11.4	3,403.2	3.8	925.2
				LDT1	0.50	25.0	99.22%	1,824	26.3	0.02%	0.4	2.59	0.39%	69.4	5.7	69.5	0.37%	29.8	2.5			
				LDT2	0.25	25.2	97.16%	885	35.0	0.36%	2.4	2.59	1.22%	108.3	5.9	66.3	1.25%	48.4	4.3			
Sub-Total Worker Trips Energy Consumption						Gasoline (gal)		125,741.8	Diesel (gal)		141.4	Electricity (kWh)		27,003.8	Hybrid (kWh; gal of gasoline)			7,366.2	676.0	126,417.7	141.4	34,370.0
Vendor Trips																						
Building Construction	26515.8	10.2	270461	MHDT	0.5	5.4	19.33%	4,885	9.2	78.37%	11,487	0.94	2.30%	3,308.40	--	--	--	--	--	4,893.3	31,871.9	6,857.9
				HHDT	0.5	3.9	0.02%	8.15	6.5	98.52%	20,385	0.55	1.46%	3,549.49	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption						Gasoline (gal)		4,893.3	Diesel (gal)		31,871.9	Electricity (kWh)		6,857.9	--	--	--	--	--	4,893	31,872	6,858
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**131,311**		**Diesel (gal)**	**32,013**		**Electricity (kWh)**			**41,228**					

Sheet 3-4: Construction Off-site Fuel Consumption Estimates - 2028

Phase	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																						
Building Construction	42900	18.5	793650	LDA	0.25	31.3	89.75%	5,695	45.6	0.18%	8.0	2.59	6.75%	5,167.8	6.0	65.2	3.32%	1,093.0	101.2	28,809.9	31.2	8,922.5
				LDT1	0.50	25.4	99.00%	15,461	26.3	0.02%	2.8	2.59	0.51%	785.2	5.7	70.1	0.47%	327.1	26.6			
				LDT2	0.25	25.7	96.85%	7,485	35.6	0.37%	20.4	2.59	1.42%	1,085.8	5.9	67.1	1.37%	463.6	40.5			
Paving	1000	18.5	18500	LDA	0.25	31.3	89.75%	133	45.6	0.18%	0.2	2.59	6.75%	120.5	6.0	65.2	3.32%	25.5	2.4	671.6	0.7	208.0
				LDT1	0.50	25.4	99.00%	360	26.3	0.02%	0.1	2.59	0.51%	18.3	5.7	70.1	0.47%	7.6	0.6			
				LDT2	0.25	25.7	96.85%	174	35.6	0.37%	0.5	2.59	1.42%	25.3	5.9	67.1	1.37%	10.8	0.9			
Architectural Coating	6270	18.5	115995	LDA	0.25	31.3	89.75%	832	45.6	0.18%	1.2	2.59	6.75%	755.3	6.0	65.2	3.32%	159.7	14.8	4,210.7	4.6	1,304.1
				LDT1	0.50	25.4	99.00%	2,260	26.3	0.02%	0.4	2.59	0.51%	114.8	5.7	70.1	0.47%	47.8	3.9			
				LDT2	0.25	25.7	96.85%	1,094	35.6	0.37%	3.0	2.59	1.42%	158.7	5.9	67.1	1.37%	67.8	5.9			
Sub-Total Worker Trips Energy Consumption						Gasoline (gal)		33,495.3	Diesel (gal)		36.5	Electricity (kWh)		8,231.6	Hybrid (kWh; gal of gasoline)			2,202.9	196.8	33,692.1	36.5	10,434.5
Vendor Trips																						
Building Construction	6367.5	10.2	64949	MHDT	0.5	5.4	19.19%	1,154	9.3	77.20%	2,699.7	0.94	3.62%	1,246.7	--	--	--	--	--	1,156.4	7,467.3	2,483.8
				HHDT	0.5	3.9	0.02%	2	6.7	97.87%	4,767.6	0.55	2.11%	1,237.0	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption						Gasoline (gal)		1,156.4	Diesel (gal)		7,467.3	Electricity (kWh)		2,483.8	--	--	--	--	--	1,156	7,467	2,484
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**34,848**		**Diesel (gal)**	**7,504**		**Electricity (kWh)**			**12,918**					

Sheet 4: Average Fuel Efficiency - Riverside County

EMFAC2021 Riverside County Fuel Efficiency Estimates for 2033

Table 1: 2033 Riverside County Average Vehicle Fuel Efficiency (Gasoline)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Gallons Per Day	Miles Per Gallon
HHDT	1.68	211.19	49.74	4.25
LDA	134,128.95	4,216,640.16	126,299.07	33.39
LDT1	12,018.48	411,361.32	14,962.56	27.49
LDT2	85,407.76	3,096,229.71	112,086.51	27.62
LHDT1	4,947.93	174,458.63	10,726.50	16.26
LHDT2	820.12	25,463.51	1,877.76	13.56
MCY	6,413.50	37,398.48	853.61	43.81
MDV	52,952.79	1,940,705.70	85,060.02	22.82
MH	651.01	5,925.48	1,224.37	4.84
MHDT	681.01	46,831.77	8,376.07	5.59
OBUS	89.33	5,207.27	930.90	5.59
SBUS	95.23	6,774.18	720.44	9.40
UBUS	0.00	0.00	0.00	0.00
TOTAL	298,207.80	9,967,207.41	363,167.55	27.45

Table 2: 2033 Riverside County Average Vehicle Fuel Efficiency (Diesel)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Gallons Per Day	Miles Per Gallon
HHDT	8,587.37	1,625,720.83	225,517.34	7.21
LDA	153.07	3,832.72	77.32	49.57
LDT1	0.09	3.31	0.11	29.54
LDT2	318.10	11,723.36	309.02	37.94
LHDT1	3,219.06	112,636.58	5,228.09	21.54
LHDT2	1,537.00	51,892.37	2,829.03	18.34
MCY	0.00	0.00	0.00	0.00
MDV	581.11	21,562.12	753.93	28.60
MH	490.48	3,866.63	373.08	10.36
MHDT	2,555.94	121,523.12	12,650.15	9.61
OBUS	63.38	4,438.16	606.77	7.31
SBUS	103.00	2,059.29	272.99	7.54
UBUS	0.00	0.00	0.00	0.00
TOTAL	17608.59	1959258.49	248617.82	7.88

Table 3: 2033 Riverside County Average Vehicle Fuel Efficiency (Electricity)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Energy Consumption (kWh/day)	Miles Per kWh
HHDT	620.11	105,250.79	190,043.55	0.55
LDA	19,118.09	669,729.36	249,277.14	2.69
LDT1	285.36	9,915.26	3,573.16	2.77
LDT2	3,786.61	99,652.64	35,317.63	2.82
LHDT1	1,185.22	61,082.56	34,782.78	1.76
LHDT2	299.40	14,790.52	8,421.51	1.76
MCY	0.00	0.00	0.00	0.00
MDV	3,134.62	85,259.16	30,823.53	2.77
MH	0.00	0.00	0.00	0.00
MHDT	584.86	35,567.68	37,834.21	0.94
OBUS	12.82	1,405.08	1,498.17	0.94
SBUS	34.43	1,198.03	1,385.29	0.86
UBUS	28.93	1,941.65	3,922.15	0.50
TOTAL	29,090.48	1,085,792.73	596,879.11	1.82

* EMFAC output available upon request

Maximum Buildout Scenario Land Use	Gross SF	Conditioned SF	Watts per Conditioned SF	System Size (kW)	NREL kWH/Yr	CalEEMod Input kWh/Yr
Low Rise Residential	3,110,400	2,488,320	1.5	3,732.5	6,620,121	6,600,000
Strip Retail	20,000	16,000	3.5	56.5	99,417	100,000
Industrial Bldg 1	859,610	42,981	0.6	24.9	44,385	44,000
Industrial Bldg 2	946,680	47,334	0.6	27.5	47,936	48,000

Scenario 2 Land Use	Gross SF	Conditioned SF	Watts per Conditioned SF	System Size (kW)	NREL kWH/Yr	CalEEMod Input kWh/Yr
Low Rise Residential	1,314,400	1,051,520	1.5	1,577.3	2,798,937	2,800,000
Grocery	49,500	24,750	3.5	87.4	154,445	148,000
Restaurant	12,100	6,050	0.6	3.5	6,216	1,500
Motel	185,856	92,928	0.6	53.9	95,689	0
Convenience	5,000	2,500	3.5	8.8	15,626	1,500
Autocare	5,000	2,500	3.5	8.8	15,626	1,500
Industrial Bldg 1	859,610	42,981	0.6	24.9	44,385	44,000
Industrial Bldg 2	946,680	47,334	0.6	27.5	47,936	48,000

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

6,620,121 kWh/Year*

System output may range from 6,310,962 to 6,702,873 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.85	440,960
February	5.42	447,794
March	6.63	584,118
April	7.63	640,270
May	7.89	664,266
June	8.03	640,505
July	7.57	613,611
August	7.46	609,909
September	6.76	543,169
October	6.52	559,330
November	5.12	439,145
December	4.72	437,044
Annual	**6.55**	**6,620,121**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	3730 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

99,417 kWh/Year*

System output may range from 94,774 to 100,659 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.86	6,628
February	5.43	6,724
March	6.63	8,771
April	7.63	9,614
May	7.90	9,974
June	8.03	9,618
July	7.57	9,214
August	7.46	9,158
September	6.77	8,156
October	6.52	8,399
November	5.13	6,597
December	4.72	6,565
Annual	**6.55**	**99,418**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	56 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

44,385 kWh/Year*

System output may range from 42,312 to 44,940 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.86	2,959
February	5.43	3,002
March	6.63	3,916
April	7.63	4,292
May	7.90	4,453
June	8.03	4,294
July	7.57	4,114
August	7.46	4,089
September	6.77	3,641
October	6.52	3,750
November	5.13	2,945
December	4.72	2,931
Annual	**6.55**	**44,386**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	25 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

47,936 kWh/Year*

System output may range from 45,697 to 48,535 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.86	3,196
February	5.43	3,242
March	6.63	4,229
April	7.63	4,636
May	7.90	4,809
June	8.03	4,637
July	7.57	4,443
August	7.46	4,416
September	6.77	3,933
October	6.52	4,050
November	5.13	3,181
December	4.72	3,165
Annual	**6.55**	**47,937**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	27 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

2,798,937 kWh/Year*

System output may range from 2,668,227 to 2,833,924 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.85	186,434
February	5.42	189,324
March	6.63	246,961
April	7.63	270,702
May	7.89	280,847
June	8.03	270,801
July	7.57	259,430
August	7.46	257,865
September	6.76	229,648
October	6.52	236,480
November	5.12	185,667
December	4.72	184,779
Annual	**6.55**	**2,798,938**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	1577 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

154,445 kWh/Year*

System output may range from 147,232 to 156,375 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.86	10,296
February	5.42	10,446
March	6.63	13,625
April	7.63	14,935
May	7.90	15,495
June	8.03	14,941
July	7.57	14,314
August	7.46	14,227
September	6.77	12,670
October	6.52	13,047
November	5.13	10,249
December	4.72	10,199
Annual	**6.55**	**154,444**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	87 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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Caution: Photovoltaic system performance predictions calculated by PVWatts® include many inherent assumptions and uncertainties and do not reflect variations between PV technologies nor site-specific characteristics except as represented by PVWatts® inputs. For example, PV modules with better performance are not differentiated within PVWatts® from lesser performing modules. Both NREL and private companies provide more sophisticated PV modeling tools (such as the System Advisor Model at //sam.nrel.gov) that allow for more precise and complex modeling of PV systems.

The expected range is based on 30 years of actual weather data at the given location and is intended to provide an indication of the variation you might see. For more information, please refer to this NREL report: The Error Report.

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

6,216 kWh/Year*

System output may range from 5,925 to 6,293 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.87	414
February	5.43	420
March	6.63	548
April	7.63	601
May	7.90	624
June	8.04	601
July	7.57	576
August	7.46	573
September	6.77	510
October	6.53	525
November	5.13	412
December	4.72	410
Annual	**6.56**	**6,214**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	3.5 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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The expected range is based on 30 years of actual weather data at the given location and is intended to provide an indication of the variation you might see. For more information, please refer to this NREL report: The Error Report.

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The energy output range is based on analysis of 30 years of historical weather data, and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

15,626 kWh/Year*

System output may range from 14,896 to 15,821 kWh per year near this location.

Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)
January	4.87	1,042
February	5.43	1,057
March	6.63	1,379
April	7.63	1,511
May	7.90	1,568
June	8.03	1,512
July	7.57	1,448
August	7.46	1,439
September	6.77	1,282
October	6.52	1,320
November	5.13	1,037
December	4.72	1,032
Annual	**6.56**	**15,627**

Location and Station Identification

Requested Location	Indio, CA
Weather Data Source	Lat, Lng: 33.73, -116.22 0.5 mi
Latitude	33.73° N
Longitude	116.22° W

PV System Specifications

DC System Size	8.8 kW
Module Type	Standard
Array Type	Fixed (open rack)
System Losses	14.08%
Array Tilt	20°
Array Azimuth	180°
DC to AC Size Ratio	1.2
Inverter Efficiency	96%
Ground Coverage Ratio	0.4
Albedo	*From weather file*
Bifacial	No (0)
Monthly Irradiance Loss	Jan 0% Feb 0% Mar 0% Apr 0% May 0% June 0% July 0% Aug 0% Sept 0% Oct 0% Nov 0% Dec 0%

Performance Metrics	
DC Capacity Factor	20.3%

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APPENDIX B: CalEEMod Modeling Files

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CALEEMOD CONSTRUCTION MODELING OUTPUTS

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01 Area Mass Grading Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	01 Area Mass Grading
Construction Start Date	1/2/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.741868, -116.242145
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	3,240	Dwelling Unit	17.9	3,110,400	0.00	0.00	10,465	—

Strip Mall	20.0	1000sqft	0.46	20,000	0.00	0.00	—	—
Unrefrigerated Warehouse-No Rail	860	1000sqft	19.7	859,610	0.00	0.00	—	Building 1
Unrefrigerated Warehouse-No Rail	947	1000sqft	21.7	946,680	0.00	0.00	—	Building 2
Parking Lot	104	Acre	104	0.00	0.00	0.00	—	—
Industrial Park	10.6	1000sqft	2.44	10,629	0.00	0.00	—	—
City Park	17.1	Acre	17.1	0.00	744,395	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.38	7.91	47.2	55.0	0.21	1.66	0.59	2.25	1.53	0.14	1.67	—	23,508	23,508	0.95	0.21	2.31	23,596
Mit.	2.42	2.40	11.5	117	0.21	0.43	0.59	1.02	0.43	0.14	0.57	—	23,508	23,508	0.95	0.21	2.31	23,596
% Reduced	74%	70%	76%	-112%	—	74%	—	55%	72%	—	66%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.4	11.3	78.9	87.2	0.28	3.03	57.0	60.0	2.79	7.91	10.7	—	31,574	31,574	1.27	0.35	0.11	31,711

Mit.	3.17	3.13	15.8	157	0.28	0.58	57.0	57.5	0.58	7.91	8.44	—	31,574	31,574	1.27	0.35	0.11	31,711
% Reduced	76%	72%	80%	-80%	—	81%	—	4%	79%	—	21%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.94	2.47	16.5	18.5	0.06	0.61	2.00	2.62	0.57	0.37	0.94	—	7,006	7,006	0.28	0.07	0.37	7,035
Mit.	0.71	0.70	3.46	34.8	0.06	0.13	2.00	2.13	0.13	0.37	0.50	—	7,006	7,006	0.28	0.07	0.37	7,035
% Reduced	76%	72%	79%	-88%	—	79%	—	19%	77%	—	47%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.45	3.01	3.38	0.01	0.11	0.37	0.48	0.10	0.07	0.17	—	1,160	1,160	0.05	0.01	0.06	1,165
Mit.	0.13	0.13	0.63	6.36	0.01	0.02	0.37	0.39	0.02	0.07	0.09	—	1,160	1,160	0.05	0.01	0.06	1,165
% Reduced	76%	72%	79%	-88%	—	79%	—	19%	77%	—	47%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	9.38	7.91	47.2	55.0	0.21	1.66	0.59	2.25	1.53	0.14	1.67	—	23,508	23,508	0.95	0.21	2.31	23,596
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	13.4	11.3	78.9	87.2	0.28	3.03	57.0	60.0	2.79	7.91	10.7	—	31,574	31,574	1.27	0.35	0.11	31,711
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.94	2.47	16.5	18.5	0.06	0.61	2.00	2.62	0.57	0.37	0.94	—	7,006	7,006	0.28	0.07	0.37	7,035
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.54	0.45	3.01	3.38	0.01	0.11	0.37	0.48	0.10	0.07	0.17	—	1,160	1,160	0.05	0.01	0.06	1,165

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.42	2.40	11.5	117	0.21	0.43	0.59	1.02	0.43	0.14	0.57	—	23,508	23,508	0.95	0.21	2.31	23,596
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.17	3.13	15.8	157	0.28	0.58	57.0	57.5	0.58	7.91	8.44	—	31,574	31,574	1.27	0.35	0.11	31,711
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	0.71	0.70	3.46	34.8	0.06	0.13	2.00	2.13	0.13	0.37	0.50	—	7,006	7,006	0.28	0.07	0.37	7,035
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.13	0.63	6.36	0.01	0.02	0.37	0.39	0.02	0.07	0.09	—	1,160	1,160	0.05	0.01	0.06	1,165

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	13.1	11.0	78.6	80.9	0.26	3.03	—	3.03	2.79	—	2.79	—	28,135	28,135	1.14	0.23	—	28,232
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.15	2.22	0.01	0.08	—	0.08	0.08	—	0.08	—	771	771	0.03	0.01	—	773
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.05	0.39	0.40	< 0.005	0.02	—	0.02	0.01	—	0.01	—	128	128	0.01	< 0.005	—	128
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.25	0.35	3.38	0.00	0.00	51.8	51.8	0.00	5.28	5.28	—	790	790	0.04	0.03	0.08	800
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	1.39	1.39	0.00	0.14	0.14	—	23.1	23.1	< 0.005	< 0.005	0.04	23.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.25	0.25	0.00	0.03	0.03	—	3.83	3.83	< 0.005	< 0.005	0.01	3.88
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.66	2.66	13.8	141	0.26	0.53	—	0.53	0.53	—	0.53	—	28,135	28,135	1.14	0.23	—	28,232
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	0.38	3.85	0.01	0.01	—	0.01	0.01	—	0.01	—	771	771	0.03	0.01	—	773
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	128	128	0.01	< 0.005	—	128

Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.25	0.35	3.38	0.00	0.00	51.8	51.8	0.00	5.28	5.28	—	790	790	0.04	0.03	0.08	800
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	1.39	1.39	0.00	0.14	0.14	—	23.1	23.1	< 0.005	< 0.005	0.04	23.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.25	0.25	0.00	0.03	0.03	—	3.83	3.83	< 0.005	< 0.005	0.01	3.88
Vendor	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	0.00
Hauling	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	0.00

3.3. Site Watering (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	9.13	7.67	46.9	50.7	0.21	1.66	—	1.66	1.53	—	1.53	—	22,840	22,840	0.93	0.19	—	22,918
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	9.13	7.67	46.9	50.7	0.21	1.66	—	1.66	1.53	—	1.53	—	22,840	22,840	0.93	0.19	—	22,918
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	0.76	4.63	5.00	0.02	0.16	—	0.16	0.15	—	0.15	—	2,253	2,253	0.09	0.02	—	2,260
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	0.84	0.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	373	373	0.02	< 0.005	—	374

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.24	0.24	4.29	0.00	0.00	0.59	0.59	0.00	0.14	0.14	—	668	668	0.03	0.02	2.31	678
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.25	2.44	0.00	0.00	0.59	0.59	0.00	0.14	0.14	—	569	569	0.03	0.02	0.06	576
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.30	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60.0	60.0	< 0.005	< 0.005	0.10	60.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.93	9.93	< 0.005	< 0.005	0.02	10.1
Vendor	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	0.00
Hauling	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	0.00

3.4. Site Watering (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.16	2.16	11.2	112	0.21	0.43	—	0.43	0.43	—	0.43	—	22,840	22,840	0.93	0.19	—	22,918
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.16	2.16	11.2	112	0.21	0.43	—	0.43	0.43	—	0.43	—	22,840	22,840	0.93	0.19	—	22,918
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.21	1.11	11.1	0.02	0.04	—	0.04	0.04	—	0.04	—	2,253	2,253	0.09	0.02	—	2,260
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.20	2.02	< 0.005	0.01	—	0.01	0.01	—	0.01	—	373	373	0.02	< 0.005	—	374
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.24	0.24	4.29	0.00	0.00	0.59	0.59	0.00	0.14	0.14	—	668	668	0.03	0.02	2.31	678
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.25	2.44	0.00	0.00	0.59	0.59	0.00	0.14	0.14	—	569	569	0.03	0.02	0.06	576
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.30	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60.0	60.0	< 0.005	< 0.005	0.10	60.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.93	9.93	< 0.005	< 0.005	0.02	10.1
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	13.1	11.0	77.4	83.5	0.28	2.97	—	2.97	2.73	—	2.73	—	30,274	30,274	1.23	0.25	—	30,378
Dust From Material Movement	—	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.62	1.36	9.54	10.3	0.03	0.37	—	0.37	0.34	—	0.34	—	3,732	3,732	0.15	0.03	—	3,745
Dust From Material Movement	—	—	—	—	—	—	0.30	0.30	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	1.74	1.88	0.01	0.07	—	0.07	0.06	—	0.06	—	618	618	0.03	0.01	—	620

Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.37	3.52	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	821	821	0.04	0.03	0.09	832
Vendor	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	0.00
Hauling	0.01	0.01	0.57	0.13	< 0.005	0.01	0.13	0.14	0.01	0.03	0.04	—	479	479	< 0.005	0.08	0.03	502
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.54	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	< 0.005	< 0.005	0.18	110
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.0	59.0	< 0.005	0.01	0.06	61.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.9	17.9	< 0.005	< 0.005	0.03	18.2
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.76	9.76	< 0.005	< 0.005	0.01	10.2

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.86	14.9	154	0.28	0.57	—	0.57	0.57	—	0.57	—	30,274	30,274	1.23	0.25	—	30,378
Dust From Material Movement	—	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.35	1.83	18.9	0.03	0.07	—	0.07	0.07	—	0.07	—	3,732	3,732	0.15	0.03	—	3,745
Dust From Material Movement	—	—	—	—	—	—	0.30	0.30	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.33	3.45	0.01	0.01	—	0.01	0.01	—	0.01	—	618	618	0.03	0.01	—	620
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.37	3.52	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	821	821	0.04	0.03	0.09	832
Vendor	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	0.00
Hauling	0.01	0.01	0.57	0.13	< 0.005	0.01	0.13	0.14	0.01	0.03	0.04	—	479	479	< 0.005	0.08	0.03	502
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.54	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	< 0.005	< 0.005	0.18	110
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.0	59.0	< 0.005	0.01	0.06	61.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.9	17.9	< 0.005	< 0.005	0.03	18.2
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.76	9.76	< 0.005	< 0.005	0.01	10.2

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/2/2025	1/15/2025	5.00	10.0	—
Site Watering	Site Preparation	3/20/2025	5/8/2025	5.00	36.0	—
Grading	Grading	1/16/2025	3/19/2025	5.00	45.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	18.0	7.62	376	0.38
Site Watering	Off-Highway Trucks	Diesel	Average	18.0	7.62	376	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	158	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Off-Highway Trucks	Diesel	Average	18.0	7.62	376	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	18.0	7.62	376	0.38
Site Watering	Off-Highway Trucks	Diesel	Tier 4 Final	18.0	7.62	376	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	158	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40

Grading	Off-Highway Trucks	Diesel	Tier 4 Final	18.0	7.62	376	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	62.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	65.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	7.02	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Site Watering	—	—	—	—
Site Watering	Worker	45.0	18.5	LDA,LDT1,LDT2
Site Watering	Vendor	—	10.2	HHDT,MHDT
Site Watering	Hauling	0.00	20.0	HHDT
Site Watering	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	62.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	65.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	7.02	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Site Watering	—	—	—	—
Site Watering	Worker	45.0	18.5	LDA,LDT1,LDT2
Site Watering	Vendor	—	10.2	HHDT,MHDT
Site Watering	Hauling	0.00	20.0	HHDT
Site Watering	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	15.0	0.00	—
Site Watering	0.00	0.00	0.00	0.00	—
Grading	2,525	0.00	183	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Strip Mall	0.00	0%
Unrefrigerated Warehouse-No Rail	0.00	0%
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	104	100%
Industrial Park	0.00	0%
City Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Land Use	Land use information updated based on information from the site plan. Lot acreage is based on building footprint for residential and industrial land uses. All hardscaped surfaces are modeled as the Parking Lot land use. Landscaped surfaces are modeled as the City Park land use. The Industrial Park land use was chosen to model the substation because of the 50,000 square foot size limit for the General Light Industry land use type.
Operations: Vehicle Data	Trip rates adjusted based on traffic report. Default trip rate for the Industrial Park land use decreased to reflect substation operations. Trip length for residential and warehouse office land uses adjusted based on VMT memo. Trip length for warehouses adjusted based on SCAQMD data. Passenger car trips for both warehouses were assigned to the 859,610 square foot non-sort warehouse. Truck trips for both warehouses were assigned to the 946,680 square foot sort warehouse.
Operations: Fleet Mix	Warehouse fleet mix updated based on traffic report. Passenger car trips for both warehouses were assigned to the 859,610 square foot non-sort warehouse. Truck trips for both warehouses were assigned to the 946,680 square foot sort warehouse.
Operations: Hearths	Wood stoves and fireplaces were removed due to SCAQMD Rule 445 and the number of gas fireplaces were increased to reflect project conditions.
Operations: Energy Use	Electricity consumed by apartment and warehouse land uses was reduced by 40% to account for solar required by CalGreen. Industrial Park land use energy consumption defaults decreased to 0 to reflect the operation of the substation.
Operations: Water and Waste Water	Industrial Park land use water consumption defaults decreased to 0 to reflect the operation of the substation. Indoor water use for warehouse land uses decreased based on water usage rates of indoor water fixtures compliant with CALGreen and the number of employees.
Operations: Solid Waste	Industrial Park land use waste generation defaults decreased to 0 to reflect the operation of the substation.
Operations: Refrigerants	GWP decreased according to requirements in California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10 Climate Change, Article 4. Industrial Park (substation) refrigerants deleted to reflect the operation of the substation. City Park (landscaping) refrigerants deleted to reflect operation of landscaped area.
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added based on acreage to site preparation and grading phases.
Construction: On-Road Fugitive Dust	Assuming 3% of travel occurs on unpaved roads during the site preparation to account for site conditions.
Construction: Dust From Material Movement	Acres graded increased to be set to project area.

02 "A" Street v2 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	02 "A" Street v2
Construction Start Date	3/20/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.741776, -116.242842
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Road Construction	0.90	Mile	10.4	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.69	3.10	25.8	29.4	0.07	1.01	1.08	2.09	0.93	0.21	1.09	—	7,444	7,444	0.30	0.38	5.65	7,475
Mit.	0.96	0.90	6.81	39.1	0.06	0.21	1.08	1.24	0.20	0.21	0.41	—	7,166	7,166	0.29	0.38	5.65	7,195
% Reduced	74%	71%	74%	-33%	6%	79%	—	41%	79%	—	63%	—	4%	4%	4%	—	—	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.94	4.10	43.7	43.6	0.15	1.61	57.8	59.4	1.49	6.26	7.76	—	19,750	19,750	0.48	1.74	0.62	20,279
Mit.	1.61	1.43	18.6	57.4	0.15	0.44	57.8	58.3	0.44	6.26	6.70	—	19,753	19,753	0.49	1.74	0.62	20,283
% Reduced	67%	65%	57%	-31%	—	72%	—	2%	71%	—	14%	—	> -0.5%	> -0.5%	—	—	—	> -0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.32	0.27	2.37	2.61	0.01	0.09	0.86	0.95	0.08	0.10	0.18	—	824	824	0.03	0.04	0.25	836
Mit.	0.10	0.09	0.68	3.44	0.01	0.02	0.86	0.88	0.02	0.10	0.12	—	809	809	0.03	0.04	0.25	821

% Reduced	69%	66%	72%	-32%	—	77%	—	7%	76%	—	35%	—	2%	2%	—	—	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.05	0.43	0.48	< 0.005	0.02	0.16	0.17	0.02	0.02	0.03	—	136	136	< 0.005	0.01	0.04	138
Mit.	0.02	0.02	0.12	0.63	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	134	134	< 0.005	0.01	0.04	136
% Reduced	69%	66%	72%	-32%	3%	77%	—	7%	76%	—	35%	—	2%	2%	2%	< 0.5%	—	2%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.69	3.10	25.8	29.4	0.07	1.01	1.08	2.09	0.93	0.21	1.09	—	7,444	7,444	0.30	0.38	5.65	7,475

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.94	4.10	43.7	43.6	0.15	1.61	57.8	59.4	1.49	6.26	7.76	—	19,750	19,750	0.48	1.74	0.62	20,279
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.32	0.27	2.37	2.61	0.01	0.09	0.86	0.95	0.08	0.10	0.18	—	824	824	0.03	0.04	0.25	836
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.06	0.05	0.43	0.48	< 0.005	0.02	0.16	0.17	0.02	0.02	0.03	—	136	136	< 0.005	0.01	0.04	138

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.96	0.90	6.81	39.1	0.06	0.21	1.08	1.24	0.20	0.21	0.41	—	7,166	7,166	0.29	0.38	5.65	7,195
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.61	1.43	18.6	57.4	0.15	0.44	57.8	58.3	0.44	6.26	6.70	—	19,753	19,753	0.49	1.74	0.62	20,283
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.09	0.68	3.44	0.01	0.02	0.86	0.88	0.02	0.10	0.12	—	809	809	0.03	0.04	0.25	821
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.02	0.02	0.12	0.63	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	134	134	< 0.005	0.01	0.04	136

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.48	3.77	31.2	39.0	0.08	1.41	—	1.41	1.29	—	1.29	—	9,052	9,052	0.37	0.07	—	9,083
Dust From Material Movement	—	—	—	—	—	—	0.85	0.85	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.43	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	—	124	124	0.01	< 0.005	—	124
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.5	20.5	< 0.005	< 0.005	—	20.6
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.20	1.90	0.00	0.00	9.98	9.98	0.00	1.06	1.06	—	442	442	0.02	0.02	0.05	448
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	31.7	31.7	< 0.005	< 0.005	< 0.005	33.0
Hauling	0.30	0.19	12.3	2.71	0.07	0.20	46.8	47.0	0.20	5.10	5.29	—	10,223	10,223	0.10	1.64	0.57	10,714
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	6.48	6.48	< 0.005	< 0.005	0.01	6.56
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.45
Hauling	< 0.005	< 0.005	0.16	0.04	< 0.005	< 0.005	0.63	0.63	< 0.005	0.07	0.07	—	140	140	< 0.005	0.02	0.13	147
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	1.07	1.07	< 0.005	< 0.005	< 0.005	1.09
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.11	0.12	< 0.005	0.01	0.01	—	23.2	23.2	< 0.005	< 0.005	0.02	24.3

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	1.10	6.09	52.8	0.08	0.25	—	0.25	0.24	—	0.24	—	9,052	9,052	0.37	0.07	—	9,083
Dust From Material Movement	—	—	—	—	—	—	0.85	0.85	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.08	0.72	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	124	124	0.01	< 0.005	—	124
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.5	20.5	< 0.005	< 0.005	—	20.6
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.20	1.90	0.00	0.00	9.98	9.98	0.00	1.06	1.06	—	442	442	0.02	0.02	0.05	448
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	31.7	31.7	< 0.005	< 0.005	< 0.005	33.0
Hauling	0.30	0.19	12.3	2.71	0.07	0.20	46.8	47.0	0.20	5.10	5.29	—	10,223	10,223	0.10	1.64	0.57	10,714
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	6.48	6.48	< 0.005	< 0.005	0.01	6.56
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.45
Hauling	< 0.005	< 0.005	0.16	0.04	< 0.005	< 0.005	0.63	0.63	< 0.005	0.07	0.07	—	140	140	< 0.005	0.02	0.13	147
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	1.07	1.07	< 0.005	< 0.005	< 0.005	1.09
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.11	0.12	< 0.005	0.01	0.01	—	23.2	23.2	< 0.005	< 0.005	0.02	24.3

3.3. Utility Install (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	26.5	0.07	1.01	—	1.01	0.93	—	0.93	—	6,997	6,997	0.28	0.06	—	7,021
Dust From Material Movement	—	—	—	—	—	—	0.69	0.69	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	26.5	0.07	1.01	—	1.01	0.93	—	0.93	—	6,997	6,997	0.28	0.06	—	7,021
Dust From Material Movement	—	—	—	—	—	—	0.69	0.69	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.40	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05	—	383	383	0.02	< 0.005	—	385
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.26	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.5	63.5	< 0.005	< 0.005	—	63.7
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.16	2.86	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	446	446	0.02	0.01	1.54	452

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.17	1.62	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	379	379	0.02	0.01	0.04	384
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.2	22.2	< 0.005	< 0.005	0.04	22.5
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.68	3.68	< 0.005	< 0.005	0.01	3.72
Vendor	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	0.00
Hauling	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	0.00

3.4. Utility Install (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	0.74	4.12	36.2	0.06	0.16	—	0.16	0.16	—	0.16	—	6,716	6,716	0.27	0.05	—	6,739

Dust From Material Movement	—	—	—	—	—	—	0.69	0.69	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	0.74	4.12	36.2	0.06	0.16	—	0.16	0.16	—	0.16	—	6,716	6,716	0.27	0.05	—	6,739
Dust From Material Movement	—	—	—	—	—	—	0.69	0.69	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.23	1.98	< 0.005	0.01	—	0.01	0.01	—	0.01	—	368	368	0.01	< 0.005	—	369
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.9	60.9	< 0.005	< 0.005	—	61.1
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.16	2.86	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	446	446	0.02	0.01	1.54	452
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.17	1.62	0.00	0.00	0.39	0.39	0.00	0.09	0.09	—	379	379	0.02	0.01	0.04	384
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.2	22.2	< 0.005	< 0.005	0.04	22.5
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.68	3.68	< 0.005	< 0.005	0.01	3.72
Vendor	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	0.00
Hauling	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	0.00

3.5. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.58	1.33	10.4	13.7	0.03	0.43	—	0.43	0.40	—	0.40	—	2,924	2,924	0.12	0.02	—	2,934
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.28	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.1	80.1	< 0.005	< 0.005	—	80.4
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.12	2.15	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	334	334	0.01	0.01	1.16	339
Vendor	0.10	0.07	2.80	0.94	0.01	0.04	0.55	0.59	0.04	0.14	0.18	—	2,145	2,145	0.03	0.34	4.50	2,253
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.33	8.33	< 0.005	< 0.005	0.01	8.44
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	58.8	58.8	< 0.005	0.01	0.05	61.7
Hauling	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.38	1.38	< 0.005	< 0.005	< 0.005	1.40
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.74	9.74	< 0.005	< 0.005	0.01	10.2
Hauling	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	0.00

3.6. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.65	3.89	17.8	0.03	0.17	—	0.17	0.16	—	0.16	—	2,924	2,924	0.12	0.02	—	2,934
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.11	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	80.1	80.1	< 0.005	< 0.005	—	80.4
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.12	2.15	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	334	334	0.01	0.01	1.16	339
Vendor	0.10	0.07	2.80	0.94	0.01	0.04	0.55	0.59	0.04	0.14	0.18	—	2,145	2,145	0.03	0.34	4.50	2,253
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.33	8.33	< 0.005	< 0.005	0.01	8.44
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	58.8	58.8	< 0.005	0.01	0.05	61.7
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.38	1.38	< 0.005	< 0.005	< 0.005	1.40
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.74	9.74	< 0.005	< 0.005	0.01	10.2
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Linear, Grading & Excavation	3/20/2025	3/26/2025	5.00	5.00	—
Utility Install	Linear, Drainage, Utilities, & Sub-Grade	3/27/2025	4/23/2025	5.00	20.0	—
Paving	Linear, Paving	4/24/2025	5/7/2025	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Excavators	Diesel	Average	3.00	8.00	158	0.38
Site Preparation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Site Preparation	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Site Preparation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	7.83	376	0.38
Utility Install	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Utility Install	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Utility Install	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Utility Install	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Utility Install	Graders	Diesel	Average	1.00	8.00	148	0.41
Utility Install	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Utility Install	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Utility Install	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Utility Install	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Utility Install	Off-Highway Trucks	Diesel	Average	1.00	7.83	376	0.38
Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42

Paving	Tractors/Loaders/Backh	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Paving	Off-Highway Trucks	Diesel	Average	1.00	7.83	376	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Excavators	Diesel	Tier 4 Final	3.00	8.00	158	0.38
Site Preparation	Crawler Tractors	Diesel	Tier 4 Final	1.00	8.00	87.0	0.43
Site Preparation	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Site Preparation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Site Preparation	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Loaders	Diesel	Tier 4 Final	1.00	8.00	150	0.36
Site Preparation	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.83	376	0.38
Utility Install	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Utility Install	Rough Terrain Forklifts	Diesel	Tier 4 Final	1.00	8.00	96.0	0.40
Utility Install	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Utility Install	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Utility Install	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Utility Install	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Utility Install	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Utility Install	Air Compressors	Electric	Average	1.00	8.00	37.0	0.48
Utility Install	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Utility Install	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.83	376	0.38
Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38

Paving	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Paving	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.83	376	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	35.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	1.00	10.2	HHDT,MHDT
Site Preparation	Hauling	150	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Utility Install	—	—	—	—
Utility Install	Worker	30.0	18.5	LDA,LDT1,LDT2
Utility Install	Vendor	0.00	10.2	HHDT,MHDT
Utility Install	Hauling	0.00	20.0	HHDT
Utility Install	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	60.0	10.2	HHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	35.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	1.00	10.2	HHDT,MHDT
Site Preparation	Hauling	150	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Utility Install	—	—	—	—
Utility Install	Worker	30.0	18.5	LDA,LDT1,LDT2
Utility Install	Vendor	0.00	10.2	HHDT,MHDT
Utility Install	Hauling	0.00	20.0	HHDT
Utility Install	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	60.0	10.2	HHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	6,000	0.00	10.4	0.00	—
Utility Install	0.00	0.00	10.4	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Road Construction	10.4	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	88.1	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	The project would not include demolition. The demolition phase was removed.
Construction: Off-Road Equipment	Excavator hp increased. Water trucks added to all phases.
Construction: On-Road Fugitive Dust	Percent paved roads reduced to account for on site travel.
Construction: Trips and VMT	Vendor trips added to paving phase.

03 IID Substation Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	03 IID Substation
Construction Start Date	4/24/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.739197, -116.242835
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	106	1000sqft	2.44	10,629	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.68	1.40	14.4	13.3	0.05	0.54	42.6	43.1	0.50	4.37	4.88	—	5,730	5,730	0.15	0.44	6.04	5,871
Mit.	0.42	0.39	4.40	18.2	0.05	0.11	42.6	42.7	0.11	4.37	4.48	—	5,731	5,731	0.15	0.44	6.04	5,872
% Reduced	75%	72%	69%	-37%	—	80%	—	1%	79%	—	8%	—	> -0.5%	> -0.5%	—	—	—	> -0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.64	33.0	11.5	12.9	0.03	0.43	0.23	0.54	0.40	0.05	0.42	—	2,752	2,752	0.11	0.05	0.02	2,769
Mit.	0.57	3.29	2.84	11.0	0.02	0.11	0.23	0.34	0.11	0.05	0.16	—	2,027	2,027	0.08	0.04	0.02	2,042
% Reduced	65%	90%	75%	14%	35%	74%	—	37%	73%	—	62%	—	26%	26%	28%	12%	—	26%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	0.67	5.69	6.37	0.01	0.21	0.62	0.84	0.20	0.07	0.27	—	1,400	1,400	0.05	0.03	0.19	1,410

Mit.	0.10	0.10	0.60	5.12	0.01	0.02	0.62	0.64	0.02	0.07	0.09	—	1,052	1,052	0.04	0.03	0.19	1,061
% Reduced	88%	85%	90%	20%	33%	91%	—	23%	90%	—	66%	—	25%	25%	26%	10%	—	25%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.12	1.04	1.16	< 0.005	0.04	0.11	0.15	0.04	0.01	0.05	—	232	232	0.01	< 0.005	0.03	233
Mit.	0.02	0.02	0.11	0.93	< 0.005	< 0.005	0.11	0.12	< 0.005	0.01	0.02	—	174	174	0.01	< 0.005	0.03	176
% Reduced	88%	85%	90%	20%	33%	91%	—	23%	90%	—	66%	—	25%	25%	26%	10%	—	25%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.68	1.40	14.4	13.3	0.05	0.54	42.6	43.1	0.50	4.37	4.88	—	5,730	5,730	0.15	0.44	6.04	5,871

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.64	1.36	11.5	12.9	0.03	0.43	0.11	0.54	0.40	0.03	0.42	—	2,752	2,752	0.11	0.05	0.02	2,769
2026	1.56	33.0	10.9	12.7	0.03	0.38	0.23	0.50	0.35	0.05	0.38	—	2,748	2,748	0.10	0.05	0.02	2,765
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.81	0.67	5.69	6.37	0.01	0.21	0.62	0.84	0.20	0.07	0.27	—	1,400	1,400	0.05	0.03	0.19	1,410
2026	0.20	0.44	1.41	1.67	< 0.005	0.05	0.02	0.07	0.05	< 0.005	0.05	—	355	355	0.01	0.01	0.04	357
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.15	0.12	1.04	1.16	< 0.005	0.04	0.11	0.15	0.04	0.01	0.05	—	232	232	0.01	< 0.005	0.03	233
2026	0.04	0.08	0.26	0.30	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	58.8	58.8	< 0.005	< 0.005	0.01	59.1

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.42	0.39	4.40	18.2	0.05	0.11	42.6	42.7	0.11	4.37	4.48	—	5,731	5,731	0.15	0.44	6.04	5,872
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.20	0.19	1.12	10.1	0.02	0.04	0.11	0.15	0.04	0.03	0.06	—	2,027	2,027	0.08	0.04	0.02	2,042
2026	0.57	3.29	2.84	11.0	0.02	0.11	0.23	0.34	0.11	0.05	0.16	—	2,026	2,026	0.08	0.04	0.02	2,041
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.10	0.60	5.12	0.01	0.02	0.62	0.64	0.02	0.07	0.09	—	1,052	1,052	0.04	0.03	0.19	1,061
2026	0.03	0.05	0.16	1.34	< 0.005	0.01	0.02	0.02	0.01	< 0.005	0.01	—	265	265	0.01	0.01	0.04	267
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	0.02	0.02	0.11	0.93	< 0.005	< 0.005	0.11	0.12	< 0.005	0.01	0.02	—	174	174	0.01	< 0.005	0.03	176
2026	0.01	0.01	0.03	0.25	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	43.9	43.9	< 0.005	< 0.005	0.01	44.2

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.54	1.29	11.5	11.6	0.03	0.49	—	0.49	0.45	—	0.45	—	3,021	3,021	0.12	0.02	—	3,032
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.4	41.4	< 0.005	< 0.005	—	41.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.85	6.85	< 0.005	< 0.005	—	6.88
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.95	0.00	0.00	8.30	8.30	0.00	0.84	0.84	—	149	149	0.01	< 0.005	0.51	151
Vendor	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	0.00
Hauling	0.08	0.05	2.86	0.66	0.02	0.05	33.9	33.9	0.05	3.48	3.53	—	2,560	2,560	0.02	0.41	5.52	2,689
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.11	0.11	0.00	0.01	0.01	—	1.85	1.85	< 0.005	< 0.005	< 0.005	1.87
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.45	0.46	< 0.005	0.05	0.05	—	35.1	35.1	< 0.005	0.01	0.03	36.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	5.81	5.81	< 0.005	< 0.005	0.01	6.09

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.29	1.48	16.5	0.03	0.06	—	0.06	0.06	—	0.06	—	3,021	3,021	0.12	0.02	—	3,032
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.4	41.4	< 0.005	< 0.005	—	41.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.85	6.85	< 0.005	< 0.005	—	6.88
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.95	0.00	0.00	8.30	8.30	0.00	0.84	0.84	—	149	149	0.01	< 0.005	0.51	151
Vendor	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	0.00
Hauling	0.08	0.05	2.86	0.66	0.02	0.05	33.9	33.9	0.05	3.48	3.53	—	2,560	2,560	0.02	0.41	5.52	2,689
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.11	0.11	0.00	0.01	0.01	—	1.85	1.85	< 0.005	< 0.005	< 0.005	1.87
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.45	0.46	< 0.005	0.05	0.05	—	35.1	35.1	< 0.005	0.01	0.03	36.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	5.81	5.81	< 0.005	< 0.005	0.01	6.09

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	1.34	11.2	12.5	0.03	0.43	—	0.43	0.39	—	0.39	—	2,506	2,506	0.10	0.02	—	2,515

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	1.34	11.2	12.5	0.03	0.43	—	0.43	0.39	—	0.39	—	2,506	2,506	0.10	0.02	—	2,515
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.38	6.01	0.01	0.20	—	0.20	0.19	—	0.19	—	1,201	1,201	0.05	0.01	—	1,206
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	0.98	1.10	< 0.005	0.04	—	0.04	0.03	—	0.03	—	199	199	0.01	< 0.005	—	200
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.43	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	66.3	66.3	< 0.005	< 0.005	0.23	67.2
Vendor	0.01	0.01	0.20	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	< 0.005	0.03	0.52	198
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	56.4	56.4	< 0.005	< 0.005	0.01	57.1
Vendor	0.01	0.01	0.22	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	< 0.005	0.03	0.01	198
Hauling	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.9	28.9	< 0.005	< 0.005	0.05	29.3
Vendor	< 0.005	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	91.1	91.1	< 0.005	0.01	0.11	94.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.79	4.79	< 0.005	< 0.005	0.01	4.85
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.02	15.7
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.17	0.88	9.77	0.02	0.03	—	0.03	0.03	—	0.03	—	1,780	1,780	0.07	0.01	—	1,786
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.17	0.88	9.77	0.02	0.03	—	0.03	0.03	—	0.03	—	1,780	1,780	0.07	0.01	—	1,786
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.08	0.42	4.69	0.01	0.02	—	0.02	0.02	—	0.02	—	853	853	0.03	0.01	—	856
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.86	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	142
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.43	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	66.3	66.3	< 0.005	< 0.005	0.23	67.2
Vendor	0.01	0.01	0.20	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	< 0.005	0.03	0.52	198
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	56.4	56.4	< 0.005	< 0.005	0.01	57.1
Vendor	0.01	0.01	0.22	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	190	190	< 0.005	0.03	0.01	198
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.9	28.9	< 0.005	< 0.005	0.05	29.3
Vendor	< 0.005	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	91.1	91.1	< 0.005	0.01	0.11	94.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.79	4.79	< 0.005	< 0.005	0.01	4.85
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.02	15.7
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.54	1.28	10.7	12.4	0.03	0.38	—	0.38	0.35	—	0.35	—	2,506	2,506	0.10	0.02	—	2,515
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.32	1.53	< 0.005	0.05	—	0.05	0.04	—	0.04	—	309	309	0.01	< 0.005	—	310
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.2	51.2	< 0.005	< 0.005	—	51.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.2	55.2	< 0.005	< 0.005	0.01	55.9
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	187	187	< 0.005	0.03	0.01	194
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.28	7.28	< 0.005	< 0.005	0.01	7.37
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.0	23.0	< 0.005	< 0.005	0.03	24.0
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.22
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.81	3.81	< 0.005	< 0.005	< 0.005	3.97
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.17	0.88	9.77	0.02	0.03	—	0.03	0.03	—	0.03	—	1,780	1,780	0.07	0.01	—	1,786
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.11	1.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	219	219	0.01	< 0.005	—	220
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	36.3	36.3	< 0.005	< 0.005	—	36.5
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.2	55.2	< 0.005	< 0.005	0.01	55.9
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	187	187	< 0.005	0.03	0.01	194
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.28	7.28	< 0.005	< 0.005	0.01	7.37
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.0	23.0	< 0.005	< 0.005	0.03	24.0
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.22
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.81	3.81	< 0.005	< 0.005	< 0.005	3.97
Hauling	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	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	0.77	6.46	8.87	0.01	0.27	—	0.27	0.25	—	0.25	—	1,549	1,549	0.06	0.01	—	1,554
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.11	2.11	< 0.005	< 0.005	—	2.11
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.09	0.88	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	217	217	< 0.005	0.01	0.02	219
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.90	1.90	< 0.005	< 0.005	< 0.005	1.93
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.32	0.32	< 0.005	< 0.005	< 0.005	0.32
Vendor	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	0.00
Hauling	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	0.00

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	0.43	2.75	10.1	0.01	0.11	—	0.11	0.11	—	0.11	—	1,549	1,549	0.06	0.01	—	1,554
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.11	2.11	< 0.005	< 0.005	—	2.11
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.09	0.88	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	217	217	< 0.005	0.01	0.02	219
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.90	1.90	< 0.005	< 0.005	< 0.005	1.93
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.32	0.32	< 0.005	< 0.005	< 0.005	0.32

Vendor	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	0.00
Hauling	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	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.10	1.10	< 0.005	< 0.005	—	1.10
Architectural Coatings	—	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.18	0.18	< 0.005	< 0.005	—	0.18

Architect Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.0	11.0	< 0.005	< 0.005	< 0.005	11.2
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	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	0.00
Hauling	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	0.00

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	3.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.0	11.0	< 0.005	< 0.005	< 0.005	11.2
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	4/24/2025	4/30/2025	5.00	5.00	—
Building Construction	Building Construction	5/1/2025	3/4/2026	5.00	220	—
Paving	Paving	3/5/2026	3/9/2026	5.00	3.00	—

Architectural Coating	Architectural Coating	3/10/2026	3/12/2026	5.00	3.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	1.83	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	1.83	376	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Off-Highway Trucks	Diesel	Average	1.00	1.83	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Tier 4 Final	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	1.83	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	6.00	84.0	0.37
Building Construction	Welders	Electric	Average	3.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	1.83	376	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	1.83	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Site Preparation	—	—	—	—
Site Preparation	Worker	10.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	37.6	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	4.46	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	6.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.89	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	10.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	37.6	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	4.46	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	6.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.89	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

Architectural Coating	0.00	0.00	15,943	5,314	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	1,500	0.00	7.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification

Land Use	Land use updated to reflect project conditions. Building square feet set at 10% of lot acreage - The substation will not include occupiable buildings.
Construction: Construction Phases	Construction schedule updated based on information from project applicant.
Construction: Off-Road Equipment	Water trucks added to equipment list to reflect project conditions.
Construction: On-Road Fugitive Dust	Assuming 3% of travel occurs on unpaved roads during the site preparation phases to account for site conditions.
Construction: Trips and VMT	Vendor trips added to building construction and paving phases.

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3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

3.2. Site Preparation (2025) - Mitigated

3.3. Building Construction (2025) - Unmitigated

3.4. Building Construction (2025) - Mitigated

3.5. Building Construction (2026) - Unmitigated

3.6. Building Construction (2026) - Mitigated

3.7. Paving (2026) - Unmitigated

3.8. Paving (2026) - Mitigated

3.9. Architectural Coating (2026) - Unmitigated

3.10. Architectural Coating (2026) - Mitigated

3.11. Architectural Coating (2027) - Unmitigated

3.12. Architectural Coating (2027) - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	04 PA4 Southwest Industrial
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.740643, -116.247488
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	860	1000sqft	19.7	859,610	0.00	0.00	—	—

Parking Lot	27.5	Acre	27.5	27.5	169,954	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.47	5.45	43.9	62.7	0.11	1.80	13.7	15.5	1.65	3.53	5.18	—	18,116	18,116	0.60	0.84	30.8	18,414
Mit.	3.42	3.11	12.4	75.1	0.11	0.28	13.7	13.9	0.27	3.53	3.74	—	17,805	17,805	0.59	0.84	30.8	18,102
% Reduced	47%	43%	72%	-20%	4%	85%	—	10%	84%	—	28%	—	2%	2%	2%	< 0.5%	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.53	277	29.7	47.8	0.11	0.92	5.92	6.85	0.86	1.44	2.30	—	17,321	17,321	0.61	0.84	0.80	17,588
Mit.	2.94	37.9	12.9	60.3	0.11	0.28	5.92	6.20	0.27	1.44	1.71	—	17,010	17,010	0.60	0.84	0.80	17,277
% Reduced	47%	86%	57%	-26%	4%	70%	—	9%	68%	—	25%	—	2%	2%	2%	< 0.5%	—	2%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.57	14.6	18.2	32.8	0.07	0.57	3.61	4.18	0.52	0.88	1.40	—	11,193	11,193	0.30	0.51	7.43	11,361
Mit.	1.90	3.00	7.85	41.4	0.07	0.19	3.61	3.80	0.18	0.88	1.06	—	11,002	11,002	0.29	0.51	7.43	11,169
% Reduced	47%	80%	57%	-26%	3%	67%	—	9%	65%	—	24%	—	2%	2%	3%	< 0.5%	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.65	2.67	3.32	5.99	0.01	0.10	0.66	0.76	0.10	0.16	0.26	—	1,853	1,853	0.05	0.08	1.23	1,881
Mit.	0.35	0.55	1.43	7.56	0.01	0.03	0.66	0.69	0.03	0.16	0.19	—	1,822	1,822	0.05	0.08	1.23	1,849
% Reduced	47%	80%	57%	-26%	3%	67%	—	9%	65%	—	24%	—	2%	2%	3%	< 0.5%	—	2%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.47	5.45	43.9	62.7	0.11	1.80	13.7	15.5	1.65	3.53	5.18	—	18,116	18,116	0.60	0.84	30.8	18,414
2026	5.65	4.84	27.4	60.1	0.11	0.84	5.92	6.76	0.78	1.44	2.22	—	17,928	17,928	0.59	0.84	28.2	18,223
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	5.53	4.69	29.7	47.8	0.11	0.92	5.92	6.85	0.86	1.44	2.30	—	17,321	17,321	0.61	0.84	0.80	17,588
2026	5.36	277	27.9	46.3	0.11	0.84	5.92	6.76	0.78	1.44	2.22	—	17,152	17,152	0.46	0.84	0.73	17,416
2027	0.43	277	1.17	4.50	< 0.005	0.02	0.94	0.96	0.02	0.22	0.24	—	1,010	1,010	0.02	0.04	0.08	1,021
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.68	2.28	14.9	24.0	0.05	0.50	3.37	3.87	0.46	0.84	1.30	—	7,717	7,717	0.27	0.33	5.16	7,827
2026	3.57	11.3	18.2	32.8	0.07	0.57	3.61	4.18	0.52	0.88	1.40	—	11,193	11,193	0.30	0.51	7.43	11,361
2027	0.02	14.6	0.06	0.28	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	56.5	56.5	< 0.005	< 0.005	0.07	57.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.49	0.42	2.72	4.37	0.01	0.09	0.62	0.71	0.08	0.15	0.24	—	1,278	1,278	0.04	0.05	0.85	1,296
2026	0.65	2.07	3.32	5.99	0.01	0.10	0.66	0.76	0.10	0.16	0.26	—	1,853	1,853	0.05	0.08	1.23	1,881
2027	< 0.005	2.67	0.01	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.36	9.36	< 0.005	< 0.005	0.01	9.47

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.42	3.11	12.4	75.1	0.11	0.28	13.7	13.9	0.27	3.53	3.74	—	17,805	17,805	0.59	0.84	30.8	18,102
2026	3.15	2.84	11.8	72.6	0.11	0.27	5.92	6.20	0.27	1.44	1.70	—	17,617	17,617	0.58	0.84	28.2	17,911

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.94	2.62	12.9	60.3	0.11	0.28	5.92	6.20	0.27	1.44	1.71	—	17,010	17,010	0.60	0.84	0.80	17,277
2026	2.85	37.9	12.3	58.8	0.11	0.27	5.92	6.20	0.27	1.44	1.70	—	16,841	16,841	0.45	0.84	0.73	17,104
2027	0.29	37.9	0.34	3.38	0.00	0.00	0.94	0.94	0.00	0.22	0.22	—	878	878	0.01	0.03	0.08	889
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.26	1.13	5.30	29.9	0.05	0.12	3.37	3.49	0.12	0.84	0.96	—	7,597	7,597	0.26	0.33	5.16	7,707
2026	1.90	3.00	7.85	41.4	0.07	0.19	3.61	3.80	0.18	0.88	1.06	—	11,002	11,002	0.29	0.51	7.43	11,169
2027	0.02	2.01	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	49.6	49.6	< 0.005	< 0.005	0.07	50.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.23	0.21	0.97	5.46	0.01	0.02	0.62	0.64	0.02	0.15	0.18	—	1,258	1,258	0.04	0.05	0.85	1,276
2026	0.35	0.55	1.43	7.56	0.01	0.03	0.66	0.69	0.03	0.16	0.19	—	1,822	1,822	0.05	0.08	1.23	1,849
2027	< 0.005	0.37	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.21	8.21	< 0.005	< 0.005	0.01	8.31

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.30	5.29	43.8	43.3	0.10	1.80	—	1.80	1.65	—	1.65	—	11,193	11,193	0.45	0.09	—	11,232

Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.43	3.60	3.56	0.01	0.15	—	0.15	0.14	—	0.14	—	920	920	0.04	0.01	—	923
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.66	0.65	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.16	2.86	0.00	0.00	8.56	8.56	0.00	0.91	0.91	—	446	446	0.02	0.01	1.54	452
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.69	0.69	0.00	0.07	0.07	—	33.3	33.3	< 0.005	< 0.005	0.05	33.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.06	1.06	5.49	57.3	0.10	0.21	—	0.21	0.21	—	0.21	—	11,193	11,193	0.45	0.09	—	11,232
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.45	4.71	0.01	0.02	—	0.02	0.02	—	0.02	—	920	920	0.04	0.01	—	923
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.08	0.86	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	152	152	0.01	< 0.005	—	153
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.16	2.86	0.00	0.00	8.56	8.56	0.00	0.91	0.91	—	446	446	0.02	0.01	1.54	452
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.69	0.69	0.00	0.07	0.07	—	33.3	33.3	< 0.005	< 0.005	0.05	33.7
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.70	3.11	22.6	26.1	0.08	0.86	—	0.86	0.79	—	0.79	—	8,295	8,295	0.34	0.07	—	8,324
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.70	3.11	22.6	26.1	0.08	0.86	—	0.86	0.79	—	0.79	—	8,295	8,295	0.34	0.07	—	8,324
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.42	1.19	8.65	10.0	0.03	0.33	—	0.33	0.30	—	0.30	—	3,182	3,182	0.13	0.03	—	3,193
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.26	0.22	1.58	1.83	0.01	0.06	—	0.06	0.06	—	0.06	—	527	527	0.02	< 0.005	—	529
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.07	1.90	1.89	34.4	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	5,362	5,362	0.21	0.18	18.6	5,439
Vendor	0.23	0.17	4.70	2.09	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,459	4,459	0.05	0.60	12.3	4,651
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.61	1.42	2.04	19.6	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	4,562	4,562	0.22	0.18	0.48	4,621
Vendor	0.21	0.15	5.06	2.13	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,463	4,463	0.05	0.60	0.32	4,643
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.58	0.72	9.39	0.00	0.00	1.80	1.80	0.00	0.42	0.42	—	1,871	1,871	0.08	0.07	3.07	1,895
Vendor	0.08	0.06	1.91	0.81	0.01	0.02	0.46	0.48	0.02	0.13	0.15	—	1,711	1,711	0.02	0.23	2.03	1,782
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.71	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	310	310	0.01	0.01	0.51	314
Vendor	0.02	0.01	0.35	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	283	283	< 0.005	0.04	0.34	295
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	1.04	5.77	38.6	0.07	0.21	—	0.21	0.21	—	0.21	—	7,984	7,984	0.32	0.06	—	8,012
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	1.04	5.77	38.6	0.07	0.21	—	0.21	0.21	—	0.21	—	7,984	7,984	0.32	0.06	—	8,012
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.40	2.21	14.8	0.03	0.08	—	0.08	0.08	—	0.08	—	3,062	3,062	0.12	0.02	—	3,073
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.40	2.70	0.01	0.02	—	0.02	0.01	—	0.01	—	507	507	0.02	< 0.005	—	509
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.07	1.90	1.89	34.4	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	5,362	5,362	0.21	0.18	18.6	5,439
Vendor	0.23	0.17	4.70	2.09	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,459	4,459	0.05	0.60	12.3	4,651
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.61	1.42	2.04	19.6	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	4,562	4,562	0.22	0.18	0.48	4,621
Vendor	0.21	0.15	5.06	2.13	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,463	4,463	0.05	0.60	0.32	4,643
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.58	0.72	9.39	0.00	0.00	1.80	1.80	0.00	0.42	0.42	—	1,871	1,871	0.08	0.07	3.07	1,895
Vendor	0.08	0.06	1.91	0.81	0.01	0.02	0.46	0.48	0.02	0.13	0.15	—	1,711	1,711	0.02	0.23	2.03	1,782
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.71	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	310	310	0.01	0.01	0.51	314
Vendor	0.02	0.01	0.35	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	283	283	< 0.005	0.04	0.34	295
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.61	3.03	21.1	26.1	0.08	0.78	—	0.78	0.71	—	0.71	—	8,302	8,302	0.34	0.07	—	8,330
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.61	3.03	21.1	26.1	0.08	0.78	—	0.78	0.71	—	0.71	—	8,302	8,302	0.34	0.07	—	8,330
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.18	1.83	12.7	15.7	0.05	0.47	—	0.47	0.43	—	0.43	—	5,004	5,004	0.20	0.04	—	5,021
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	0.33	2.33	2.87	0.01	0.09	—	0.09	0.08	—	0.08	—	828	828	0.03	0.01	—	831
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.64	1.73	32.0	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	5,249	5,249	0.20	0.18	16.8	5,324
Vendor	0.23	0.17	4.50	1.95	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,378	4,378	0.05	0.60	11.5	4,569
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.53	1.35	1.87	18.1	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	4,468	4,468	0.07	0.18	0.44	4,524
Vendor	0.21	0.15	4.85	2.02	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,382	4,382	0.05	0.60	0.30	4,562
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.97	0.86	1.03	13.7	0.00	0.00	2.83	2.83	0.00	0.66	0.66	—	2,879	2,879	0.04	0.10	4.37	2,915
Vendor	0.13	0.09	2.85	1.19	0.02	0.04	0.72	0.76	0.04	0.20	0.24	—	2,640	2,640	0.03	0.36	2.98	2,751

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.19	2.49	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	477	477	0.01	0.02	0.72	483
Vendor	0.02	0.02	0.52	0.22	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	437	437	0.01	0.06	0.49	455
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.11	1.04	5.60	38.6	0.07	0.21	—	0.21	0.20	—	0.20	—	7,990	7,990	0.32	0.06	—	8,018
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.11	1.04	5.60	38.6	0.07	0.21	—	0.21	0.20	—	0.20	—	7,990	7,990	0.32	0.06	—	8,018
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.62	3.38	23.3	0.04	0.13	—	0.13	0.12	—	0.12	—	4,816	4,816	0.20	0.04	—	4,833
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.12	0.11	0.62	4.25	0.01	0.02	—	0.02	0.02	—	0.02	—	797	797	0.03	0.01	—	800
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.64	1.73	32.0	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	5,249	5,249	0.20	0.18	16.8	5,324
Vendor	0.23	0.17	4.50	1.95	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,378	4,378	0.05	0.60	11.5	4,569
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.53	1.35	1.87	18.1	0.00	0.00	4.72	4.72	0.00	1.11	1.11	—	4,468	4,468	0.07	0.18	0.44	4,524
Vendor	0.21	0.15	4.85	2.02	0.03	0.06	1.21	1.27	0.06	0.33	0.40	—	4,382	4,382	0.05	0.60	0.30	4,562
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.97	0.86	1.03	13.7	0.00	0.00	2.83	2.83	0.00	0.66	0.66	—	2,879	2,879	0.04	0.10	4.37	2,915
Vendor	0.13	0.09	2.85	1.19	0.02	0.04	0.72	0.76	0.04	0.20	0.24	—	2,640	2,640	0.03	0.36	2.98	2,751
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.19	2.49	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	477	477	0.01	0.02	0.72	483
Vendor	0.02	0.02	0.52	0.22	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	437	437	0.01	0.06	0.49	455
Hauling	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	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.24	2.72	18.4	23.1	0.07	0.72	—	0.72	0.66	—	0.66	—	7,415	7,415	0.30	0.06	—	7,440
Paving	—	2.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.22	1.51	1.90	0.01	0.06	—	0.06	0.05	—	0.05	—	609	609	0.02	< 0.005	—	612
Paving	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.28	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	101	101	< 0.005	< 0.005	—	101
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.14	1.38	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	340	340	0.01	0.01	0.03	345

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.9	29.9	< 0.005	< 0.005	0.05	30.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.95	4.95	< 0.005	< 0.005	0.01	5.01
Vendor	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	0.00
Hauling	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	0.00

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.34	1.22	6.93	36.4	0.07	0.27	—	0.27	0.25	—	0.25	—	7,415	7,415	0.30	0.06	—	7,440
Paving	—	2.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.10	0.57	2.99	0.01	0.02	—	0.02	0.02	—	0.02	—	609	609	0.02	< 0.005	—	612
Paving	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.10	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	101	101	< 0.005	< 0.005	—	101
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.14	1.38	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	340	340	0.01	0.01	0.03	345
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.9	29.9	< 0.005	< 0.005	0.05	30.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.95	4.95	< 0.005	< 0.005	0.01	5.01
Vendor	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	0.00
Hauling	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	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	277	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.92	3.92	< 0.005	< 0.005	—	3.93
Architectural Coatings	—	8.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.65	0.65	< 0.005	< 0.005	—	0.65
Architectural Coatings	—	1.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.37	3.63	0.00	0.00	0.94	0.94	0.00	0.22	0.22	—	894	894	0.01	0.04	0.09	905
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.0	28.0	< 0.005	< 0.005	0.04	28.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.64	4.64	< 0.005	< 0.005	0.01	4.70
Vendor	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	0.00
Hauling	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	0.00

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	37.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	1.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.37	3.63	0.00	0.00	0.94	0.94	0.00	0.22	0.22	—	894	894	0.01	0.04	0.09	905

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.0	28.0	< 0.005	< 0.005	0.04	28.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.64	4.64	< 0.005	< 0.005	0.01	4.70
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	277	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.05	7.05	< 0.005	< 0.005	—	7.08
Architectural Coatings	—	14.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.17	1.17	< 0.005	< 0.005	—	1.17
Architectural Coatings	—	2.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.34	3.38	0.00	0.00	0.94	0.94	0.00	0.22	0.22	—	876	876	0.01	0.03	0.08	887
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	49.5	49.5	< 0.005	< 0.005	0.07	50.1
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30

Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	37.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	1.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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

Architect Coatings	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.34	3.38	0.00	0.00	0.94	0.94	0.00	0.22	0.22	—	876	876	0.01	0.03	0.08	887
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	49.5	49.5	< 0.005	< 0.005	0.07	50.1
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	6/18/2025	5.00	30.0	—

Building Construction	Building Construction	6/19/2025	11/4/2026	5.00	360	—
Paving	Paving	11/5/2026	12/16/2026	5.00	30.0	—
Architectural Coating	Architectural Coating	12/17/2026	1/27/2027	5.00	30.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	5.00	7.08	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	5.00	7.08	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	5.00	7.08	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backh	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	5.00	7.08	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	7.08	376	0.38
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	7.08	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	1.00	7.08	376	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	7.08	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	30.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	361	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	141	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	27.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	72.2	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	30.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	361	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	141	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	27.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	72.2	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	1,289,415	429,805	71,861

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	45.0	0.00	—

Paving	0.00	0.00	0.00	0.00	27.5

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	27.5	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Removed demolition phase to reflect project conditions.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to grading, building construction, and paving phases.
Land Use	Land use values adjusted based on site plan.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	05 PA4 Southeast Industrial
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.740218445058304, -116.24011942730601
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	947	1000sqft	21.7	946,680	0.00	0.00	—	—

Parking Lot	23.8	Acre	23.8	23.8	132,139	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.38	5.38	43.5	65.9	0.11	1.78	13.7	15.4	1.64	3.53	5.17	—	18,901	18,901	0.62	0.92	34.0	19,225
Mit.	3.27	3.01	11.1	81.0	0.11	0.22	13.7	13.9	0.22	3.53	3.74	—	18,590	18,590	0.61	0.92	34.0	18,913
% Reduced	49%	44%	75%	-23%	4%	88%	—	10%	87%	—	28%	—	2%	2%	2%	< 0.5%	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.63	303	29.9	49.6	0.11	0.92	6.52	7.44	0.85	1.59	2.43	—	18,025	18,025	0.63	0.92	0.88	18,317
Mit.	2.74	39.2	11.6	64.7	0.11	0.22	6.52	6.74	0.22	1.59	1.80	—	17,715	17,715	0.62	0.92	0.88	18,005
% Reduced	51%	87%	61%	-30%	4%	76%	—	9%	74%	—	26%	—	2%	2%	2%	< 0.5%	—	2%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.62	16.0	18.3	34.0	0.07	0.56	3.97	4.53	0.52	0.96	1.48	—	11,611	11,611	0.30	0.56	8.18	11,793
Mit.	1.75	2.90	7.03	44.4	0.07	0.15	3.97	4.12	0.15	0.96	1.11	—	11,420	11,420	0.29	0.56	8.18	11,601
% Reduced	52%	82%	62%	-31%	3%	74%	—	9%	72%	—	25%	—	2%	2%	3%	< 0.5%	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.66	2.92	3.34	6.20	0.01	0.10	0.73	0.83	0.09	0.18	0.27	—	1,922	1,922	0.05	0.09	1.35	1,953
Mit.	0.32	0.53	1.28	8.10	0.01	0.03	0.73	0.75	0.03	0.18	0.20	—	1,891	1,891	0.05	0.09	1.35	1,921
% Reduced	52%	82%	62%	-31%	3%	74%	—	9%	72%	—	25%	—	2%	2%	3%	< 0.5%	—	2%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.38	5.38	43.5	65.9	0.11	1.78	13.7	15.4	1.64	3.53	5.17	—	18,901	18,901	0.62	0.92	34.0	19,225
2026	5.78	4.95	27.6	63.0	0.11	0.83	6.52	7.36	0.77	1.59	2.36	—	18,694	18,694	0.61	0.92	31.1	19,015
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	5.63	4.77	29.9	49.6	0.11	0.92	6.52	7.44	0.85	1.59	2.43	—	18,025	18,025	0.63	0.92	0.88	18,317
2026	5.45	303	28.1	47.8	0.11	0.83	6.52	7.36	0.77	1.59	2.36	—	17,839	17,839	0.47	0.92	0.81	18,126
2027	0.46	303	1.21	4.84	< 0.005	0.02	1.04	1.06	0.02	0.24	0.26	—	1,099	1,099	0.02	0.04	0.09	1,111
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.71	2.31	15.0	24.8	0.05	0.50	3.60	4.10	0.46	0.89	1.35	—	7,982	7,982	0.28	0.36	5.67	8,101
2026	3.62	12.1	18.3	34.0	0.07	0.56	3.97	4.53	0.52	0.96	1.48	—	11,611	11,611	0.30	0.56	8.18	11,793
2027	0.03	16.0	0.06	0.31	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.01	—	61.5	61.5	< 0.005	< 0.005	0.08	62.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.50	0.42	2.73	4.52	0.01	0.09	0.66	0.75	0.08	0.16	0.25	—	1,321	1,321	0.05	0.06	0.94	1,341
2026	0.66	2.21	3.34	6.20	0.01	0.10	0.73	0.83	0.09	0.18	0.27	—	1,922	1,922	0.05	0.09	1.35	1,953
2027	< 0.005	2.92	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.3

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.27	3.01	11.1	81.0	0.11	0.22	13.7	13.9	0.22	3.53	3.74	—	18,590	18,590	0.61	0.92	34.0	18,913
2026	2.98	2.72	10.7	78.2	0.11	0.22	6.52	6.74	0.22	1.59	1.80	—	18,383	18,383	0.60	0.92	31.1	18,703

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.74	2.47	11.6	64.7	0.11	0.22	6.52	6.74	0.22	1.59	1.80	—	17,715	17,715	0.62	0.92	0.88	18,005
2026	2.65	39.2	11.2	63.0	0.11	0.22	6.52	6.74	0.22	1.59	1.80	—	17,528	17,528	0.45	0.92	0.81	17,814
2027	0.32	39.2	0.38	3.72	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	967	967	0.01	0.04	0.09	979
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.18	1.08	4.81	31.7	0.05	0.10	3.60	3.70	0.10	0.89	0.99	—	7,863	7,863	0.27	0.36	5.67	7,982
2026	1.75	2.90	7.03	44.4	0.07	0.15	3.97	4.12	0.15	0.96	1.11	—	11,420	11,420	0.29	0.56	8.18	11,601
2027	0.02	2.07	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	54.6	54.6	< 0.005	< 0.005	0.08	55.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.22	0.20	0.88	5.78	0.01	0.02	0.66	0.68	0.02	0.16	0.18	—	1,302	1,302	0.04	0.06	0.94	1,321
2026	0.32	0.53	1.28	8.10	0.01	0.03	0.73	0.75	0.03	0.18	0.20	—	1,891	1,891	0.05	0.09	1.35	1,921
2027	< 0.005	0.38	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.04	9.04	< 0.005	< 0.005	0.01	9.15

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.21	5.22	43.3	42.8	0.10	1.78	—	1.78	1.64	—	1.64	—	10,984	10,984	0.45	0.09	—	11,021

Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	0.43	3.56	3.52	0.01	0.15	—	0.15	0.13	—	0.13	—	903	903	0.04	0.01	—	906
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.65	0.64	< 0.005	0.03	—	0.03	0.02	—	0.02	—	149	149	0.01	< 0.005	—	150
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.16	2.86	0.00	0.00	8.56	8.56	0.00	0.91	0.91	—	446	446	0.02	0.01	1.54	452
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.69	0.69	0.00	0.07	0.07	—	33.3	33.3	< 0.005	< 0.005	0.05	33.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	1.04	5.39	56.3	0.10	0.21	—	0.21	0.21	—	0.21	—	10,984	10,984	0.45	0.09	—	11,021
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	0.44	4.63	0.01	0.02	—	0.02	0.02	—	0.02	—	903	903	0.04	0.01	—	906
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.08	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	149	149	0.01	< 0.005	—	150
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.16	2.86	0.00	0.00	8.56	8.56	0.00	0.91	0.91	—	446	446	0.02	0.01	1.54	452
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.69	0.69	0.00	0.07	0.07	—	33.3	33.3	< 0.005	< 0.005	0.05	33.7
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.13	0.13	0.00	0.01	0.01	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	22.1	25.7	0.08	0.85	—	0.85	0.78	—	0.78	—	8,086	8,086	0.33	0.07	—	8,114
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	22.1	25.7	0.08	0.85	—	0.85	0.78	—	0.78	—	8,086	8,086	0.33	0.07	—	8,114
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.39	1.16	8.49	9.85	0.03	0.32	—	0.32	0.30	—	0.30	—	3,101	3,101	0.13	0.03	—	3,112
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.25	0.21	1.55	1.80	0.01	0.06	—	0.06	0.05	—	0.05	—	513	513	0.02	< 0.005	—	515
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.28	2.09	2.08	37.9	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	5,905	5,905	0.23	0.20	20.4	5,990
Vendor	0.26	0.19	5.18	2.30	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,911	4,911	0.06	0.66	13.5	5,122
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.78	1.57	2.24	21.5	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	5,024	5,024	0.24	0.20	0.53	5,089
Vendor	0.23	0.17	5.57	2.35	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,915	4,915	0.06	0.66	0.35	5,114
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.71	0.64	0.79	10.3	0.00	0.00	1.98	1.98	0.00	0.46	0.46	—	2,060	2,060	0.09	0.07	3.38	2,087
Vendor	0.09	0.07	2.10	0.89	0.01	0.03	0.51	0.53	0.03	0.14	0.17	—	1,884	1,884	0.02	0.25	2.24	1,962
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.89	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	341	341	0.01	0.01	0.56	346
Vendor	0.02	0.01	0.38	0.16	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	312	312	< 0.005	0.04	0.37	325
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.74	3.82	40.8	0.07	0.15	—	0.15	0.15	—	0.15	—	7,775	7,775	0.32	0.06	—	7,801
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.74	3.82	40.8	0.07	0.15	—	0.15	0.15	—	0.15	—	7,775	7,775	0.32	0.06	—	7,801
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	1.47	15.6	0.03	0.06	—	0.06	0.06	—	0.06	—	2,982	2,982	0.12	0.02	—	2,992
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.27	2.85	0.01	0.01	—	0.01	0.01	—	0.01	—	494	494	0.02	< 0.005	—	495
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.28	2.09	2.08	37.9	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	5,905	5,905	0.23	0.20	20.4	5,990
Vendor	0.26	0.19	5.18	2.30	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,911	4,911	0.06	0.66	13.5	5,122
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.78	1.57	2.24	21.5	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	5,024	5,024	0.24	0.20	0.53	5,089
Vendor	0.23	0.17	5.57	2.35	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,915	4,915	0.06	0.66	0.35	5,114
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.71	0.64	0.79	10.3	0.00	0.00	1.98	1.98	0.00	0.46	0.46	—	2,060	2,060	0.09	0.07	3.38	2,087
Vendor	0.09	0.07	2.10	0.89	0.01	0.03	0.51	0.53	0.03	0.14	0.17	—	1,884	1,884	0.02	0.25	2.24	1,962
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.89	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	341	341	0.01	0.01	0.56	346
Vendor	0.02	0.01	0.38	0.16	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	312	312	< 0.005	0.04	0.37	325
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.53	2.96	20.7	25.6	0.08	0.76	—	0.76	0.70	—	0.70	—	8,092	8,092	0.33	0.07	—	8,120
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.53	2.96	20.7	25.6	0.08	0.76	—	0.76	0.70	—	0.70	—	8,092	8,092	0.33	0.07	—	8,120
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.13	1.79	12.5	15.5	0.05	0.46	—	0.46	0.42	—	0.42	—	4,877	4,877	0.20	0.04	—	4,894
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.28	2.82	0.01	0.08	—	0.08	0.08	—	0.08	—	807	807	0.03	0.01	—	810
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.99	1.81	1.90	35.2	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	5,781	5,781	0.22	0.20	18.5	5,863
Vendor	0.25	0.18	4.96	2.15	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,821	4,821	0.06	0.66	12.6	5,032
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.69	1.49	2.06	20.0	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	4,921	4,921	0.08	0.20	0.48	4,982
Vendor	0.23	0.17	5.34	2.23	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,826	4,826	0.06	0.66	0.33	5,024
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.06	0.95	1.14	15.0	0.00	0.00	3.12	3.12	0.00	0.73	0.73	—	3,170	3,170	0.04	0.11	4.81	3,210
Vendor	0.15	0.10	3.14	1.31	0.02	0.04	0.80	0.84	0.04	0.22	0.26	—	2,907	2,907	0.04	0.40	3.28	3,030

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.21	2.75	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	525	525	0.01	0.02	0.80	531
Vendor	0.03	0.02	0.57	0.24	< 0.005	0.01	0.15	0.15	0.01	0.04	0.05	—	481	481	0.01	0.07	0.54	502
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.74	3.82	40.8	0.07	0.15	—	0.15	0.15	—	0.15	—	7,780	7,780	0.32	0.06	—	7,807
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.74	3.82	40.8	0.07	0.15	—	0.15	0.15	—	0.15	—	7,780	7,780	0.32	0.06	—	7,807
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.44	2.31	24.6	0.04	0.09	—	0.09	0.09	—	0.09	—	4,690	4,690	0.19	0.04	—	4,706
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.08	0.42	4.49	0.01	0.02	—	0.02	0.02	—	0.02	—	776	776	0.03	0.01	—	779
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.99	1.81	1.90	35.2	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	5,781	5,781	0.22	0.20	18.5	5,863
Vendor	0.25	0.18	4.96	2.15	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,821	4,821	0.06	0.66	12.6	5,032
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.69	1.49	2.06	20.0	0.00	0.00	5.20	5.20	0.00	1.22	1.22	—	4,921	4,921	0.08	0.20	0.48	4,982
Vendor	0.23	0.17	5.34	2.23	0.04	0.07	1.33	1.40	0.07	0.37	0.44	—	4,826	4,826	0.06	0.66	0.33	5,024
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.06	0.95	1.14	15.0	0.00	0.00	3.12	3.12	0.00	0.73	0.73	—	3,170	3,170	0.04	0.11	4.81	3,210
Vendor	0.15	0.10	3.14	1.31	0.02	0.04	0.80	0.84	0.04	0.22	0.26	—	2,907	2,907	0.04	0.40	3.28	3,030
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.21	2.75	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	525	525	0.01	0.02	0.80	531
Vendor	0.03	0.02	0.57	0.24	< 0.005	0.01	0.15	0.15	0.01	0.04	0.05	—	481	481	0.01	0.07	0.54	502
Hauling	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	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.16	2.65	18.0	22.6	0.07	0.70	—	0.70	0.65	—	0.65	—	7,205	7,205	0.29	0.06	—	7,230
Paving	—	2.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	1.48	1.86	0.01	0.06	—	0.06	0.05	—	0.05	—	592	592	0.02	< 0.005	—	594
Paving	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.27	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	98.0	98.0	< 0.005	< 0.005	—	98.4
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.14	1.38	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	340	340	0.01	0.01	0.03	345

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.9	29.9	< 0.005	< 0.005	0.05	30.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.95	4.95	< 0.005	< 0.005	0.01	5.01
Vendor	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	0.00
Hauling	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	0.00

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.92	5.15	38.6	0.07	0.21	—	0.21	0.20	—	0.20	—	7,205	7,205	0.29	0.06	—	7,230
Paving	—	2.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.08	0.42	3.17	0.01	0.02	—	0.02	0.02	—	0.02	—	592	592	0.02	< 0.005	—	594
Paving	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	98.0	98.0	< 0.005	< 0.005	—	98.4
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.14	1.38	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	340	340	0.01	0.01	0.03	345
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.9	29.9	< 0.005	< 0.005	0.05	30.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.95	4.95	< 0.005	< 0.005	0.01	5.01
Vendor	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	0.00
Hauling	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	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	302	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.92	3.92	< 0.005	< 0.005	—	3.93
Architectural Coatings	—	8.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.65	0.65	< 0.005	< 0.005	—	0.65
Architectural Coatings	—	1.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	0.41	3.99	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	984	984	0.02	0.04	0.10	996
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.9	30.9	< 0.005	< 0.005	0.05	31.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.11	5.11	< 0.005	< 0.005	0.01	5.18
Vendor	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	0.00
Hauling	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	0.00

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	38.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	1.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	0.41	3.99	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	984	984	0.02	0.04	0.10	996

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.9	30.9	< 0.005	< 0.005	0.05	31.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.11	5.11	< 0.005	< 0.005	0.01	5.18
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	302	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.05	7.05	< 0.005	< 0.005	—	7.08
Architectural Coatings	—	16.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.17	1.17	< 0.005	< 0.005	—	1.17
Architectural Coatings	—	2.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.38	3.72	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	965	965	0.01	0.04	0.09	977
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	54.5	54.5	< 0.005	< 0.005	0.08	55.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.02	9.02	< 0.005	< 0.005	0.01	9.14

Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	38.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	2.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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

Architect Coatings	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.38	3.72	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	965	965	0.01	0.04	0.09	977
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	54.5	54.5	< 0.005	< 0.005	0.08	55.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.02	9.02	< 0.005	< 0.005	0.01	9.14
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	6/18/2025	5.00	30.0	—

Building Construction	Building Construction	6/19/2025	11/4/2026	5.00	360	—
Paving	Paving	11/5/2026	12/16/2026	5.00	30.0	—
Architectural Coating	Architectural Coating	12/17/2026	1/27/2027	5.00	30.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	5.00	6.83	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	5.00	6.83	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	5.00	6.83	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backh	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	5.00	6.83	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	5.00	6.83	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	5.00	6.83	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	30.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	398	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	155	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	27.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	79.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	30.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	398	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	155	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	27.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT

Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	79.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	1,420,020	473,340	62,252

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	45.0	0.00	—
Paving	0.00	0.00	0.00	0.00	23.8

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	23.8	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Removed demolition phase to reflect project conditions.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to site preparation, building construction, and paving phases.
Land Use	Land use values adjusted based on site plan.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	06 MBS PA1 Northwest Residential
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.742889, -116.246638
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	1,215	Dwelling Unit	6.69	1,166,400	0.00	0.00	3,924	—

Parking Lot	23.9	Acre	23.9	0.00	300,067	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.10	254	39.6	107	0.09	1.64	12.5	13.9	1.51	3.38	4.89	—	23,316	23,316	0.81	1.04	56.3	23,701
Mit.	5.79	59.1	11.8	117	0.09	0.17	12.5	12.7	0.17	3.38	3.55	—	23,005	23,005	0.80	1.03	56.3	23,390
% Reduced	29%	77%	70%	-9%	5%	90%	—	8%	89%	—	27%	—	1%	1%	2%	< 0.5%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.97	6.00	27.9	70.9	0.09	0.77	12.5	13.3	0.71	2.99	3.70	—	21,383	21,383	0.83	1.04	1.46	21,714
Mit.	4.66	4.15	12.5	80.9	0.09	0.17	12.5	12.7	0.17	2.99	3.16	—	21,072	21,072	0.82	1.03	1.46	21,402
% Reduced	33%	31%	55%	-14%	5%	78%	—	4%	76%	—	15%	—	1%	1%	2%	< 0.5%	—	1%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.91	22.6	18.3	55.9	0.06	0.50	8.92	9.41	0.46	2.12	2.58	—	15,591	15,591	0.35	0.73	15.8	15,832
Mit.	3.32	6.06	8.15	63.1	0.06	0.12	8.92	9.04	0.12	2.12	2.24	—	15,369	15,369	0.35	0.72	15.8	15,609
% Reduced	32%	73%	56%	-13%	5%	75%	—	4%	74%	—	13%	—	1%	1%	1%	< 0.5%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.90	4.13	3.35	10.2	0.01	0.09	1.63	1.72	0.08	0.39	0.47	—	2,581	2,581	0.06	0.12	2.61	2,621
Mit.	0.61	1.11	1.49	11.5	0.01	0.02	1.63	1.65	0.02	0.39	0.41	—	2,545	2,545	0.06	0.12	2.61	2,584
% Reduced	32%	73%	56%	-13%	5%	75%	—	4%	74%	—	13%	—	1%	1%	1%	< 0.5%	—	1%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	8.10	7.16	39.6	107	0.09	1.64	12.5	13.9	1.51	3.38	4.89	—	23,316	23,316	0.81	1.04	56.3	23,701
2026	7.39	6.47	25.5	101	0.09	0.69	12.5	13.2	0.64	2.99	3.63	—	22,972	22,972	0.79	1.04	51.2	23,352
2027	7.13	254	24.1	95.3	0.09	0.64	12.5	13.2	0.59	2.99	3.58	—	22,629	22,629	0.44	0.99	46.5	22,980
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.97	6.00	27.9	70.9	0.09	0.77	12.5	13.3	0.71	2.99	3.70	—	21,383	21,383	0.83	1.04	1.46	21,714
2026	6.70	5.76	26.2	67.3	0.09	0.69	12.5	13.2	0.64	2.99	3.63	—	21,085	21,085	0.48	1.04	1.33	21,407
2027	6.50	5.56	24.8	64.1	0.09	0.64	12.5	13.2	0.59	2.99	3.58	—	20,784	20,784	0.46	0.99	1.21	21,091
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.25	2.81	13.4	36.2	0.04	0.41	5.79	6.20	0.38	1.41	1.78	—	9,618	9,618	0.35	0.42	10.0	9,763
2026	4.91	4.24	18.3	55.9	0.06	0.50	8.92	9.41	0.46	2.12	2.58	—	15,591	15,591	0.33	0.73	15.8	15,832
2027	1.91	22.6	7.22	20.8	0.03	0.20	3.27	3.47	0.19	0.78	0.96	—	5,921	5,921	0.13	0.25	5.21	6,005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.59	0.51	2.45	6.61	0.01	0.07	1.06	1.13	0.07	0.26	0.33	—	1,592	1,592	0.06	0.07	1.66	1,616
2026	0.90	0.77	3.35	10.2	0.01	0.09	1.63	1.72	0.08	0.39	0.47	—	2,581	2,581	0.05	0.12	2.61	2,621
2027	0.35	4.13	1.32	3.79	< 0.005	0.04	0.60	0.63	0.03	0.14	0.18	—	980	980	0.02	0.04	0.86	994

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	5.79	5.31	11.8	117	0.09	0.17	12.5	12.7	0.17	3.38	3.55	—	23,005	23,005	0.80	1.03	56.3	23,390
2026	5.16	4.68	11.2	111	0.09	0.17	12.5	12.7	0.17	2.99	3.16	—	22,661	22,661	0.78	1.03	51.2	23,040

2027	4.94	59.1	10.7	105	0.08	0.17	12.5	12.7	0.17	2.99	3.16	—	22,318	22,318	0.42	0.98	46.5	22,669
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.66	4.15	12.5	80.9	0.09	0.17	12.5	12.7	0.17	2.99	3.16	—	21,072	21,072	0.82	1.03	1.46	21,402
2026	4.46	3.98	11.9	77.4	0.09	0.17	12.5	12.7	0.17	2.99	3.16	—	20,774	20,774	0.46	1.03	1.33	21,095
2027	4.31	3.82	11.3	74.3	0.09	0.17	12.5	12.7	0.17	2.99	3.16	—	20,474	20,474	0.44	0.98	1.21	20,779
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.04	1.84	5.19	40.8	0.04	0.08	5.79	5.87	0.08	1.41	1.49	—	9,490	9,490	0.35	0.42	10.0	9,634
2026	3.32	2.97	8.15	63.1	0.06	0.12	8.92	9.04	0.12	2.12	2.24	—	15,369	15,369	0.32	0.72	15.8	15,609
2027	1.23	6.06	3.06	24.1	0.03	0.06	3.27	3.32	0.05	0.78	0.83	—	5,835	5,835	0.12	0.25	5.21	5,918
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.37	0.34	0.95	7.45	0.01	0.01	1.06	1.07	0.01	0.26	0.27	—	1,571	1,571	0.06	0.07	1.66	1,595
2026	0.61	0.54	1.49	11.5	0.01	0.02	1.63	1.65	0.02	0.39	0.41	—	2,545	2,545	0.05	0.12	2.61	2,584
2027	0.22	1.11	0.56	4.39	< 0.005	0.01	0.60	0.61	0.01	0.14	0.15	—	966	966	0.02	0.04	0.86	980

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.46	4.59	39.5	38.7	0.08	1.64	—	1.64	1.51	—	1.51	—	9,112	9,112	0.37	0.07	—	9,144

Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.16	2.12	< 0.005	0.09	—	0.09	0.08	—	0.08	—	499	499	0.02	< 0.005	—	501
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.39	0.39	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.7	82.7	< 0.005	< 0.005	—	83.0
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.13	2.38	0.00	0.00	7.13	7.13	0.00	0.76	0.76	—	371	371	0.01	0.01	1.28	377
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.38	0.38	0.00	0.04	0.04	—	18.5	18.5	< 0.005	< 0.005	0.03	18.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.07	0.07	0.00	0.01	0.01	—	3.06	3.06	< 0.005	< 0.005	0.01	3.10
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.86	4.47	47.1	0.08	0.17	—	0.17	0.17	—	0.17	—	9,112	9,112	0.37	0.07	—	9,144
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.24	2.58	< 0.005	0.01	—	0.01	0.01	—	0.01	—	499	499	0.02	< 0.005	—	501
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.7	82.7	< 0.005	< 0.005	—	83.0
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.13	2.38	0.00	0.00	7.13	7.13	0.00	0.76	0.76	—	371	371	0.01	0.01	1.28	377
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.38	0.38	0.00	0.04	0.04	—	18.5	18.5	< 0.005	< 0.005	0.03	18.7
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.07	0.07	0.00	0.01	0.01	—	3.06	3.06	< 0.005	< 0.005	0.01	3.10
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	18.3	21.5	0.06	0.71	—	0.71	0.65	—	0.65	—	6,215	6,215	0.25	0.05	—	6,236
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	18.3	21.5	0.06	0.71	—	0.71	0.65	—	0.65	—	6,215	6,215	0.25	0.05	—	6,236
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	7.51	8.84	0.02	0.29	—	0.29	0.27	—	0.27	—	2,554	2,554	0.10	0.02	—	2,563
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.22	0.18	1.37	1.61	< 0.005	0.05	—	0.05	0.05	—	0.05	—	423	423	0.02	< 0.005	—	424
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.01	4.60	4.58	83.4	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	12,991	12,991	0.51	0.43	44.9	13,178
Vendor	0.21	0.16	4.34	1.92	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,110	4,110	0.05	0.55	11.3	4,287
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.91	3.45	4.94	47.4	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	11,053	11,053	0.53	0.43	1.16	11,197
Vendor	0.19	0.14	4.66	1.96	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,115	4,115	0.05	0.55	0.29	4,280
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.68	1.50	1.87	24.4	0.00	0.00	4.68	4.68	0.00	1.10	1.10	—	4,856	4,856	0.21	0.17	7.97	4,920
Vendor	0.08	0.06	1.88	0.80	0.01	0.02	0.45	0.48	0.02	0.13	0.15	—	1,690	1,690	0.02	0.23	2.01	1,760
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.34	4.45	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	804	804	0.03	0.03	1.32	815
Vendor	0.02	0.01	0.34	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	280	280	< 0.005	0.04	0.33	291
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,903	5,903	0.24	0.05	—	5,924
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,903	5,903	0.24	0.05	—	5,924
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	1.19	13.0	0.02	0.05	—	0.05	0.05	—	0.05	—	2,426	2,426	0.10	0.02	—	2,434
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.22	2.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	402	402	0.02	< 0.005	—	403
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.01	4.60	4.58	83.4	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	12,991	12,991	0.51	0.43	44.9	13,178
Vendor	0.21	0.16	4.34	1.92	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,110	4,110	0.05	0.55	11.3	4,287
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.91	3.45	4.94	47.4	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	11,053	11,053	0.53	0.43	1.16	11,197
Vendor	0.19	0.14	4.66	1.96	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,115	4,115	0.05	0.55	0.29	4,280
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.68	1.50	1.87	24.4	0.00	0.00	4.68	4.68	0.00	1.10	1.10	—	4,856	4,856	0.21	0.17	7.97	4,920
Vendor	0.08	0.06	1.88	0.80	0.01	0.02	0.45	0.48	0.02	0.13	0.15	—	1,690	1,690	0.02	0.23	2.01	1,760
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.34	4.45	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	804	804	0.03	0.03	1.32	815
Vendor	0.02	0.01	0.34	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	280	280	< 0.005	0.04	0.33	291
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.79	2.34	17.2	21.5	0.06	0.64	—	0.64	0.58	—	0.58	—	6,219	6,219	0.25	0.05	—	6,240
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.79	2.34	17.2	21.5	0.06	0.64	—	0.64	0.58	—	0.58	—	6,219	6,219	0.25	0.05	—	6,240
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.99	1.67	12.3	15.3	0.04	0.45	—	0.45	0.42	—	0.42	—	4,442	4,442	0.18	0.04	—	4,457
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.31	2.24	2.80	0.01	0.08	—	0.08	0.08	—	0.08	—	735	735	0.03	0.01	—	738
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.39	3.97	4.19	77.5	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	12,718	12,718	0.49	0.43	40.7	12,900
Vendor	0.21	0.15	4.15	1.80	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,036	4,036	0.05	0.55	10.6	4,212
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.71	3.28	4.54	43.9	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	10,827	10,827	0.17	0.43	1.06	10,962
Vendor	0.19	0.14	4.47	1.86	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,040	4,040	0.05	0.55	0.27	4,206
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.78	2.47	2.96	39.2	0.00	0.00	8.13	8.13	0.00	1.90	1.90	—	8,266	8,266	0.11	0.30	12.5	8,369
Vendor	0.14	0.10	3.12	1.30	0.02	0.04	0.79	0.83	0.04	0.22	0.26	—	2,884	2,884	0.04	0.39	3.25	3,005

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.45	0.54	7.16	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,368	1,368	0.02	0.05	2.08	1,386
Vendor	0.03	0.02	0.57	0.24	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	477	477	0.01	0.07	0.54	498
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,907	5,907	0.24	0.05	—	5,928
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,907	5,907	0.24	0.05	—	5,928
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	0.40	2.07	22.6	0.04	0.08	—	0.08	0.08	—	0.08	—	4,219	4,219	0.17	0.03	—	4,234
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07	0.07	0.38	4.12	0.01	0.01	—	0.01	0.01	—	0.01	—	699	699	0.03	0.01	—	701
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.39	3.97	4.19	77.5	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	12,718	12,718	0.49	0.43	40.7	12,900
Vendor	0.21	0.15	4.15	1.80	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,036	4,036	0.05	0.55	10.6	4,212
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.71	3.28	4.54	43.9	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	10,827	10,827	0.17	0.43	1.06	10,962
Vendor	0.19	0.14	4.47	1.86	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	4,040	4,040	0.05	0.55	0.27	4,206
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.78	2.47	2.96	39.2	0.00	0.00	8.13	8.13	0.00	1.90	1.90	—	8,266	8,266	0.11	0.30	12.5	8,369
Vendor	0.14	0.10	3.12	1.30	0.02	0.04	0.79	0.83	0.04	0.22	0.26	—	2,884	2,884	0.04	0.39	3.25	3,005
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.45	0.54	7.16	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,368	1,368	0.02	0.05	2.08	1,386
Vendor	0.03	0.02	0.57	0.24	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	477	477	0.01	0.07	0.54	498
Hauling	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	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.75	2.30	16.4	21.4	0.06	0.58	—	0.58	0.54	—	0.54	—	6,217	6,217	0.25	0.05	—	6,239
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.75	2.30	16.4	21.4	0.06	0.58	—	0.58	0.54	—	0.54	—	6,217	6,217	0.25	0.05	—	6,239
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	4.00	5.25	0.01	0.14	—	0.14	0.13	—	0.13	—	1,521	1,521	0.06	0.01	—	1,526
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.73	0.96	< 0.005	0.03	—	0.03	0.02	—	0.02	—	252	252	0.01	< 0.005	—	253
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.18	3.76	3.79	72.1	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	12,465	12,465	0.14	0.41	36.7	12,629
Vendor	0.21	0.15	3.96	1.73	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	3,946	3,946	0.05	0.52	9.77	4,113
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.56	3.12	4.15	40.9	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	10,617	10,617	0.15	0.41	0.95	10,745
Vendor	0.19	0.14	4.26	1.77	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	3,950	3,950	0.05	0.52	0.25	4,107
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.91	0.81	0.92	12.5	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,775	2,775	0.03	0.10	3.88	2,810
Vendor	0.05	0.04	1.01	0.42	0.01	0.01	0.27	0.29	0.01	0.07	0.09	—	966	966	0.01	0.13	1.03	1,005
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.17	2.29	0.00	0.00	0.51	0.51	0.00	0.12	0.12	—	459	459	0.01	0.02	0.64	465
Vendor	0.01	0.01	0.19	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	160	160	< 0.005	0.02	0.17	166
Hauling	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	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,906	5,906	0.24	0.05	—	5,926
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,906	5,906	0.24	0.05	—	5,926
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	0.71	7.73	0.01	0.03	—	0.03	0.03	—	0.03	—	1,445	1,445	0.06	0.01	—	1,450
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	239	239	0.01	< 0.005	—	240
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.18	3.76	3.79	72.1	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	12,465	12,465	0.14	0.41	36.7	12,629
Vendor	0.21	0.15	3.96	1.73	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	3,946	3,946	0.05	0.52	9.77	4,113
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.56	3.12	4.15	40.9	0.00	0.00	11.4	11.4	0.00	2.68	2.68	—	10,617	10,617	0.15	0.41	0.95	10,745
Vendor	0.19	0.14	4.26	1.77	0.03	0.06	1.11	1.17	0.06	0.31	0.37	—	3,950	3,950	0.05	0.52	0.25	4,107
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.91	0.81	0.92	12.5	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,775	2,775	0.03	0.10	3.88	2,810
Vendor	0.05	0.04	1.01	0.42	0.01	0.01	0.27	0.29	0.01	0.07	0.09	—	966	966	0.01	0.13	1.03	1,005

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.17	2.29	0.00	0.00	0.51	0.51	0.00	0.12	0.12	—	459	459	0.01	0.02	0.64	465
Vendor	0.01	0.01	0.19	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	160	160	< 0.005	0.02	0.17	166
Hauling	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	0.00

3.9. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.39	2.01	13.9	18.5	0.05	0.54	—	0.54	0.50	—	0.50	—	5,331	5,331	0.22	0.04	—	5,350
Paving	—	2.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.14	1.52	< 0.005	0.04	—	0.04	0.04	—	0.04	—	438	438	0.02	< 0.005	—	440
Paving	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.21	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	72.5	72.5	< 0.005	< 0.005	—	72.8

Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.85	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	321	321	< 0.005	0.01	0.94	325
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.03	24.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.97	3.97	< 0.005	< 0.005	0.01	4.02
Vendor	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	0.00
Hauling	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	0.00

3.10. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.78	0.73	4.21	29.4	0.05	0.17	—	0.17	0.16	—	0.16	—	5,331	5,331	0.22	0.04	—	5,350
Paving	—	2.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.35	2.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	438	438	0.02	< 0.005	—	440
Paving	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.85	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	321	321	< 0.005	0.01	0.94	325
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.03	24.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.97	3.97	< 0.005	< 0.005	0.01	4.02
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	253	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.0
Architectural Coatings	—	20.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.82
Architectural Coatings	—	3.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.84	0.75	0.76	14.4	0.00	0.00	2.29	2.29	0.00	0.54	0.54	—	2,493	2,493	0.03	0.08	7.35	2,526
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.84	0.00	0.00	0.19	0.19	0.00	0.04	0.04	—	186	186	< 0.005	0.01	0.26	189
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.9	30.9	< 0.005	< 0.005	0.04	31.3
Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	58.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	4.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.84	0.75	0.76	14.4	0.00	0.00	2.29	2.29	0.00	0.54	0.54	—	2,493	2,493	0.03	0.08	7.35	2,526
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.84	0.00	0.00	0.19	0.19	0.00	0.04	0.04	—	186	186	< 0.005	0.01	0.26	189
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.9	30.9	< 0.005	< 0.005	0.04	31.3
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	6/4/2025	5.00	20.0	—
Building Construction	Building Construction	6/5/2025	5/5/2027	5.00	500	—
Paving	Paving	5/6/2027	6/16/2027	5.00	30.0	—
Architectural Coating	Architectural Coating	6/17/2027	7/28/2027	5.00	30.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	3.00	7.64	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	3.00	7.64	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	3.00	7.64	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	3.00	7.64	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29

Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	3.00	7.64	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	3.00	7.64	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	25.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	875	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	130	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2

Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	175	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	25.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	875	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	130	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	175	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	2,361,960	787,320	0.00	0.00	62,394

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	30.0	0.00	—
Paving	0.00	0.00	0.00	0.00	23.9

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Parking Lot	23.9	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Land Use	Land use information adjusted based on site plan.
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to site preparation, building construction, and paving phases.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

07 MBS PA1 Northeast and PA2 Mixed-Use Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	07 MBS PA1 Northeast and PA2 Mixed-Use
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.74274, -116.238658
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	1,620	Dwelling Unit	8.93	1,555,200	0.00	0.00	5,233	—

Parking Lot	27.8	Acre	27.8	0.00	149,808	0.00	—	—
Strip Mall	20.0	1000sqft	0.46	20,000	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	188	41.3	138	0.11	1.70	16.8	17.7	1.57	4.01	5.02	—	30,040	30,040	1.04	1.39	75.6	30,555
Mit.	7.65	44.2	15.3	150	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	29,729	29,729	1.03	1.39	75.6	30,244
% Reduced	25%	76%	63%	-9%	4%	88%	—	4%	87%	—	16%	—	1%	1%	1%	< 0.5%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.70	7.51	32.9	89.5	0.11	0.85	16.8	17.7	0.79	4.01	4.80	—	27,448	27,448	1.06	1.39	1.96	27,890
Mit.	6.14	5.46	16.3	102	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	27,137	27,137	1.05	1.39	1.96	27,578
% Reduced	29%	27%	51%	-14%	4%	76%	—	4%	74%	—	12%	—	1%	1%	1%	< 0.5%	—	1%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.14	30.2	21.6	71.0	0.08	0.55	12.0	12.5	0.51	2.85	3.36	—	20,031	20,031	0.43	0.97	21.2	20,352
Mit.	4.37	8.02	10.6	79.8	0.08	0.15	12.0	12.1	0.15	2.85	3.00	—	19,809	19,809	0.43	0.97	21.2	20,129
% Reduced	29%	73%	51%	-12%	4%	73%	—	3%	71%	—	11%	—	1%	1%	1%	< 0.5%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.12	5.51	3.94	13.0	0.01	0.10	2.18	2.29	0.09	0.52	0.61	—	3,316	3,316	0.07	0.16	3.51	3,370
Mit.	0.80	1.46	1.93	14.6	0.01	0.03	2.18	2.21	0.03	0.52	0.55	—	3,280	3,280	0.07	0.16	3.51	3,333
% Reduced	29%	73%	51%	-12%	4%	73%	—	3%	71%	—	11%	—	1%	1%	1%	< 0.5%	—	1%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	10.2	9.06	41.3	138	0.11	1.70	16.8	17.7	1.57	4.01	5.02	—	30,040	30,040	1.04	1.39	75.6	30,555
2026	9.29	8.15	30.0	130	0.11	0.77	16.8	17.6	0.72	4.01	4.73	—	29,577	29,577	1.01	1.39	68.9	30,085
2027	8.95	7.83	28.3	122	0.11	0.72	16.8	17.6	0.66	4.01	4.68	—	29,115	29,115	0.53	1.32	62.5	29,585
2028	8.64	188	26.4	116	0.11	0.66	16.8	17.5	0.61	4.01	4.62	—	28,674	28,674	0.51	1.32	56.6	29,137
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	8.70	7.51	32.9	89.5	0.11	0.85	16.8	17.7	0.79	4.01	4.80	—	27,448	27,448	1.06	1.39	1.96	27,890
2026	8.36	7.20	30.9	84.7	0.11	0.77	16.8	17.6	0.72	4.01	4.73	—	27,048	27,048	0.59	1.39	1.79	27,478
2027	8.11	6.95	29.2	80.5	0.11	0.72	16.8	17.6	0.66	4.01	4.68	—	26,642	26,642	0.56	1.32	1.62	27,052
2028	7.34	6.70	27.4	76.4	0.11	0.66	16.8	17.5	0.61	4.01	4.62	—	26,254	26,254	0.56	1.32	1.47	26,663
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.92	3.39	15.8	44.0	0.05	0.47	7.48	7.95	0.43	1.81	2.24	—	11,766	11,766	0.43	0.53	12.6	11,948
2026	6.14	5.31	21.6	71.0	0.08	0.55	12.0	12.5	0.51	2.85	3.36	—	20,031	20,031	0.40	0.97	21.2	20,352
2027	5.95	5.14	20.4	67.4	0.08	0.51	12.0	12.5	0.47	2.85	3.32	—	19,725	19,725	0.38	0.94	19.3	20,036
2028	2.07	30.2	7.59	23.7	0.03	0.20	4.10	4.30	0.19	0.97	1.16	—	7,036	7,036	0.15	0.31	5.89	7,138
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.71	0.62	2.88	8.02	0.01	0.09	1.37	1.45	0.08	0.33	0.41	—	1,948	1,948	0.07	0.09	2.08	1,978
2026	1.12	0.97	3.94	13.0	0.01	0.10	2.18	2.29	0.09	0.52	0.61	—	3,316	3,316	0.07	0.16	3.51	3,370
2027	1.09	0.94	3.72	12.3	0.01	0.09	2.18	2.28	0.09	0.52	0.61	—	3,266	3,266	0.06	0.16	3.19	3,317
2028	0.38	5.51	1.39	4.32	0.01	0.04	0.75	0.79	0.03	0.18	0.21	—	1,165	1,165	0.02	0.05	0.97	1,182

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	7.65	7.01	15.3	150	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	29,729	29,729	1.03	1.39	75.6	30,244
2026	6.81	6.17	14.6	142	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	29,266	29,266	1.00	1.39	68.9	29,773
2027	6.51	5.88	13.8	135	0.10	0.21	16.8	17.0	0.21	4.01	4.22	—	28,804	28,804	0.52	1.32	62.5	29,273
2028	6.27	44.2	13.0	128	0.10	0.21	16.8	17.0	0.21	4.01	4.22	—	28,364	28,364	0.50	1.32	56.6	28,825
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.14	5.46	16.3	102	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	27,137	27,137	1.05	1.39	1.96	27,578
2026	5.88	5.22	15.5	97.1	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	26,737	26,737	0.57	1.39	1.79	27,166
2027	5.67	5.01	14.7	92.9	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	26,331	26,331	0.55	1.32	1.62	26,740
2028	4.97	4.81	13.9	88.8	0.11	0.21	16.8	17.0	0.21	4.01	4.22	—	25,943	25,943	0.55	1.32	1.47	26,352
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.53	2.28	6.40	49.6	0.05	0.09	7.48	7.57	0.09	1.81	1.91	—	11,647	11,647	0.43	0.53	12.6	11,828
2026	4.37	3.90	10.6	79.8	0.08	0.15	12.0	12.1	0.15	2.85	3.00	—	19,809	19,809	0.39	0.97	21.2	20,129
2027	4.21	3.75	9.98	76.2	0.08	0.15	12.0	12.1	0.15	2.85	3.00	—	19,503	19,503	0.37	0.94	19.3	19,813
2028	1.35	8.02	3.50	27.6	0.03	0.06	4.10	4.17	0.06	0.97	1.04	—	6,950	6,950	0.15	0.31	5.89	7,051
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.46	0.42	1.17	9.04	0.01	0.02	1.37	1.38	0.02	0.33	0.35	—	1,928	1,928	0.07	0.09	2.08	1,958
2026	0.80	0.71	1.93	14.6	0.01	0.03	2.18	2.21	0.03	0.52	0.55	—	3,280	3,280	0.06	0.16	3.51	3,333
2027	0.77	0.68	1.82	13.9	0.01	0.03	2.18	2.21	0.03	0.52	0.55	—	3,229	3,229	0.06	0.16	3.19	3,280
2028	0.25	1.46	0.64	5.04	0.01	0.01	0.75	0.76	0.01	0.18	0.19	—	1,151	1,151	0.02	0.05	0.97	1,167

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.79	4.87	41.2	40.5	0.09	1.70	—	1.70	1.57	—	1.57	—	9,937	9,937	0.40	0.08	—	9,971
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	0.40	3.38	3.33	0.01	0.14	—	0.14	0.13	—	0.13	—	817	817	0.03	0.01	—	820
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.62	0.61	< 0.005	0.03	—	0.03	0.02	—	0.02	—	135	135	0.01	< 0.005	—	136
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.62	0.00	0.00	7.84	7.84	0.00	0.83	0.83	—	408	408	0.02	0.01	1.41	414
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.63	0.63	0.00	0.07	0.07	—	30.5	30.5	< 0.005	< 0.005	0.05	30.9
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.12	0.12	0.00	0.01	0.01	—	5.05	5.05	< 0.005	< 0.005	0.01	5.12
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.94	0.94	4.87	51.1	0.09	0.19	—	0.19	0.19	—	0.19	—	9,937	9,937	0.40	0.08	—	9,971
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.40	4.20	0.01	0.02	—	0.02	0.02	—	0.02	—	817	817	0.03	0.01	—	820
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.77	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	135	135	0.01	< 0.005	—	136
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.62	0.00	0.00	7.84	7.84	0.00	0.83	0.83	—	408	408	0.02	0.01	1.41	414

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.63	0.63	0.00	0.07	0.07	—	30.5	30.5	< 0.005	< 0.005	0.05	30.9
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.12	0.12	0.00	0.01	0.01	—	5.05	5.05	< 0.005	< 0.005	0.01	5.12
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.20	2.69	20.0	23.4	0.07	0.77	—	0.77	0.71	—	0.71	—	7,040	7,040	0.29	0.06	—	7,064
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.20	2.69	20.0	23.4	0.07	0.77	—	0.77	0.71	—	0.71	—	7,040	7,040	0.29	0.06	—	7,064

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	7.66	8.96	0.03	0.30	—	0.30	0.27	—	0.27	—	2,700	2,700	0.11	0.02	—	2,709
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.19	1.40	1.63	< 0.005	0.05	—	0.05	0.05	—	0.05	—	447	447	0.02	< 0.005	—	449
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.72	6.17	6.14	112	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	17,416	17,416	0.69	0.58	60.3	17,667
Vendor	0.29	0.21	5.89	2.61	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,584	5,584	0.07	0.75	15.4	5,825
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.24	4.63	6.62	63.5	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	14,819	14,819	0.71	0.58	1.56	15,011
Vendor	0.26	0.19	6.33	2.67	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,590	5,590	0.07	0.75	0.40	5,815
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.10	1.87	2.34	30.5	0.00	0.00	5.85	5.85	0.00	1.37	1.37	—	6,076	6,076	0.26	0.21	9.97	6,156
Vendor	0.11	0.08	2.39	1.02	0.02	0.03	0.58	0.61	0.03	0.16	0.19	—	2,143	2,143	0.03	0.29	2.55	2,232
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.38	0.34	0.43	5.57	0.00	0.00	1.07	1.07	0.00	0.25	0.25	—	1,006	1,006	0.04	0.04	1.65	1,019
Vendor	0.02	0.01	0.44	0.19	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	—	355	355	< 0.005	0.05	0.42	369
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,728	6,728	0.27	0.05	—	6,751
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,728	6,728	0.27	0.05	—	6,751
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.24	1.27	13.7	0.02	0.05	—	0.05	0.05	—	0.05	—	2,581	2,581	0.10	0.02	—	2,590
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.23	2.49	< 0.005	0.01	—	0.01	0.01	—	0.01	—	427	427	0.02	< 0.005	—	429

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.72	6.17	6.14	112	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	17,416	17,416	0.69	0.58	60.3	17,667
Vendor	0.29	0.21	5.89	2.61	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,584	5,584	0.07	0.75	15.4	5,825
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.24	4.63	6.62	63.5	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	14,819	14,819	0.71	0.58	1.56	15,011
Vendor	0.26	0.19	6.33	2.67	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,590	5,590	0.07	0.75	0.40	5,815
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.10	1.87	2.34	30.5	0.00	0.00	5.85	5.85	0.00	1.37	1.37	—	6,076	6,076	0.26	0.21	9.97	6,156
Vendor	0.11	0.08	2.39	1.02	0.02	0.03	0.58	0.61	0.03	0.16	0.19	—	2,143	2,143	0.03	0.29	2.55	2,232
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.43	5.57	0.00	0.00	1.07	1.07	0.00	0.25	0.25	—	1,006	1,006	0.04	0.04	1.65	1,019
Vendor	0.02	0.01	0.44	0.19	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	—	355	355	< 0.005	0.05	0.42	369
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.12	2.62	18.7	23.3	0.07	0.69	—	0.69	0.64	—	0.64	—	7,044	7,044	0.29	0.06	—	7,069
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.12	2.62	18.7	23.3	0.07	0.69	—	0.69	0.64	—	0.64	—	7,044	7,044	0.29	0.06	—	7,069
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.23	1.87	13.4	16.7	0.05	0.49	—	0.49	0.45	—	0.45	—	5,032	5,032	0.20	0.04	—	5,049
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	2.44	3.04	0.01	0.09	—	0.09	0.08	—	0.08	—	833	833	0.03	0.01	—	836
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.88	5.33	5.61	104	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	17,050	17,050	0.66	0.58	54.5	17,295
Vendor	0.29	0.21	5.64	2.44	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,483	5,483	0.07	0.75	14.4	5,722
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.98	4.40	6.09	58.9	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	14,515	14,515	0.23	0.58	1.42	14,696
Vendor	0.26	0.19	6.08	2.53	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,488	5,488	0.07	0.75	0.37	5,714
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.72	3.31	3.97	52.6	0.00	0.00	10.9	10.9	0.00	2.55	2.55	—	11,081	11,081	0.15	0.40	16.8	11,220
Vendor	0.20	0.14	4.24	1.77	0.03	0.06	1.07	1.13	0.06	0.30	0.35	—	3,918	3,918	0.05	0.54	4.42	4,083
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68	0.60	0.72	9.60	0.00	0.00	1.99	1.99	0.00	0.47	0.47	—	1,835	1,835	0.02	0.07	2.78	1,858
Vendor	0.04	0.03	0.77	0.32	0.01	0.01	0.20	0.21	0.01	0.05	0.06	—	649	649	0.01	0.09	0.73	676
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,733	6,733	0.27	0.05	—	6,756
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,733	6,733	0.27	0.05	—	6,756
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.45	2.36	25.5	0.04	0.09	—	0.09	0.09	—	0.09	—	4,809	4,809	0.20	0.04	—	4,826
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.43	4.65	0.01	0.02	—	0.02	0.02	—	0.02	—	796	796	0.03	0.01	—	799
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.88	5.33	5.61	104	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	17,050	17,050	0.66	0.58	54.5	17,295
Vendor	0.29	0.21	5.64	2.44	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,483	5,483	0.07	0.75	14.4	5,722
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.98	4.40	6.09	58.9	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	14,515	14,515	0.23	0.58	1.42	14,696
Vendor	0.26	0.19	6.08	2.53	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,488	5,488	0.07	0.75	0.37	5,714
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.72	3.31	3.97	52.6	0.00	0.00	10.9	10.9	0.00	2.55	2.55	—	11,081	11,081	0.15	0.40	16.8	11,220
Vendor	0.20	0.14	4.24	1.77	0.03	0.06	1.07	1.13	0.06	0.30	0.35	—	3,918	3,918	0.05	0.54	4.42	4,083

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68	0.60	0.72	9.60	0.00	0.00	1.99	1.99	0.00	0.47	0.47	—	1,835	1,835	0.02	0.07	2.78	1,858
Vendor	0.04	0.03	0.77	0.32	0.01	0.01	0.20	0.21	0.01	0.05	0.06	—	649	649	0.01	0.09	0.73	676
Hauling	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	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.08	2.58	17.9	23.3	0.07	0.64	—	0.64	0.59	—	0.59	—	7,043	7,043	0.29	0.06	—	7,067
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.08	2.58	17.9	23.3	0.07	0.64	—	0.64	0.59	—	0.59	—	7,043	7,043	0.29	0.06	—	7,067
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.20	1.84	12.8	16.6	0.05	0.45	—	0.45	0.42	—	0.42	—	5,031	5,031	0.20	0.04	—	5,048
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.40	0.34	2.33	3.04	0.01	0.08	—	0.08	0.08	—	0.08	—	833	833	0.03	0.01	—	836
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.60	5.04	5.08	96.7	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	16,712	16,712	0.18	0.56	49.2	16,931
Vendor	0.28	0.20	5.38	2.35	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,361	5,361	0.07	0.71	13.3	5,587
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.77	4.19	5.56	54.8	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	14,233	14,233	0.21	0.56	1.28	14,405
Vendor	0.26	0.18	5.78	2.40	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,366	5,366	0.07	0.71	0.34	5,580
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.56	3.16	3.59	49.1	0.00	0.00	10.9	10.9	0.00	2.55	2.55	—	10,864	10,864	0.13	0.40	15.2	11,001
Vendor	0.20	0.14	4.02	1.67	0.03	0.06	1.07	1.13	0.06	0.30	0.35	—	3,831	3,831	0.05	0.51	4.09	3,987
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.58	0.66	8.96	0.00	0.00	1.99	1.99	0.00	0.47	0.47	—	1,799	1,799	0.02	0.07	2.52	1,821
Vendor	0.04	0.03	0.73	0.31	0.01	0.01	0.20	0.21	0.01	0.05	0.06	—	634	634	0.01	0.08	0.68	660
Hauling	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	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,731	6,731	0.27	0.05	—	6,755
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,731	6,731	0.27	0.05	—	6,755
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.45	2.36	25.5	0.04	0.09	—	0.09	0.09	—	0.09	—	4,808	4,808	0.20	0.04	—	4,825
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.43	4.65	0.01	0.02	—	0.02	0.02	—	0.02	—	796	796	0.03	0.01	—	799
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.60	5.04	5.08	96.7	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	16,712	16,712	0.18	0.56	49.2	16,931
Vendor	0.28	0.20	5.38	2.35	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,361	5,361	0.07	0.71	13.3	5,587
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.77	4.19	5.56	54.8	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	14,233	14,233	0.21	0.56	1.28	14,405
Vendor	0.26	0.18	5.78	2.40	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,366	5,366	0.07	0.71	0.34	5,580
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.56	3.16	3.59	49.1	0.00	0.00	10.9	10.9	0.00	2.55	2.55	—	10,864	10,864	0.13	0.40	15.2	11,001
Vendor	0.20	0.14	4.02	1.67	0.03	0.06	1.07	1.13	0.06	0.30	0.35	—	3,831	3,831	0.05	0.51	4.09	3,987
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.58	0.66	8.96	0.00	0.00	1.99	1.99	0.00	0.47	0.47	—	1,799	1,799	0.02	0.07	2.52	1,821
Vendor	0.04	0.03	0.73	0.31	0.01	0.01	0.20	0.21	0.01	0.05	0.06	—	634	634	0.01	0.08	0.68	660
Hauling	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	0.00

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.01	2.52	16.7	23.2	0.07	0.58	—	0.58	0.53	—	0.53	—	7,046	7,046	0.29	0.06	—	7,070
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.01	2.52	16.7	23.2	0.07	0.58	—	0.58	0.53	—	0.53	—	7,046	7,046	0.29	0.06	—	7,070
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	3.60	5.00	0.01	0.12	—	0.12	0.11	—	0.11	—	1,517	1,517	0.06	0.01	—	1,522
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.66	0.91	< 0.005	0.02	—	0.02	0.02	—	0.02	—	251	251	0.01	< 0.005	—	252
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.39	4.84	4.55	90.4	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	16,396	16,396	0.16	0.56	44.3	16,610
Vendor	0.24	0.16	5.16	2.22	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,233	5,233	0.07	0.71	12.3	5,457
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.11	4.03	5.05	50.8	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	13,970	13,970	0.21	0.56	1.15	14,142
Vendor	0.22	0.14	5.56	2.30	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,238	5,238	0.07	0.71	0.32	5,452
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.93	0.91	0.97	13.8	0.00	0.00	3.28	3.28	0.00	0.77	0.77	—	3,213	3,213	0.04	0.12	4.12	3,254
Vendor	0.05	0.03	1.16	0.48	0.01	0.02	0.32	0.34	0.02	0.09	0.11	—	1,127	1,127	0.01	0.15	1.14	1,174

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	0.18	2.51	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	532	532	0.01	0.02	0.68	539
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	187	187	< 0.005	0.03	0.19	194
Hauling	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	0.00

3.10. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,734	6,734	0.27	0.05	—	6,757
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	3.31	35.6	0.06	0.13	—	0.13	0.13	—	0.13	—	6,734	6,734	0.27	0.05	—	6,757
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	0.71	7.67	0.01	0.03	—	0.03	0.03	—	0.03	—	1,450	1,450	0.06	0.01	—	1,455
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.13	1.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	240	240	0.01	< 0.005	—	241
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.39	4.84	4.55	90.4	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	16,396	16,396	0.16	0.56	44.3	16,610
Vendor	0.24	0.16	5.16	2.22	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,233	5,233	0.07	0.71	12.3	5,457
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.11	4.03	5.05	50.8	0.00	0.00	15.3	15.3	0.00	3.59	3.59	—	13,970	13,970	0.21	0.56	1.15	14,142
Vendor	0.22	0.14	5.56	2.30	0.04	0.08	1.51	1.59	0.08	0.42	0.50	—	5,238	5,238	0.07	0.71	0.32	5,452
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.93	0.91	0.97	13.8	0.00	0.00	3.28	3.28	0.00	0.77	0.77	—	3,213	3,213	0.04	0.12	4.12	3,254
Vendor	0.05	0.03	1.16	0.48	0.01	0.02	0.32	0.34	0.02	0.09	0.11	—	1,127	1,127	0.01	0.15	1.14	1,174
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	0.18	2.51	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	532	532	0.01	0.02	0.68	539
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	187	187	< 0.005	0.03	0.19	194
Hauling	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	0.00

3.11. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.64	2.22	14.4	20.2	0.06	0.53	—	0.53	0.49	—	0.49	—	6,159	6,159	0.25	0.05	—	6,180
Paving	—	1.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	1.58	2.21	0.01	0.06	—	0.06	0.05	—	0.05	—	675	675	0.03	0.01	—	677
Paving	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.29	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	112	112	< 0.005	< 0.005	—	112
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.93	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	350	350	< 0.005	0.01	0.94	354
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	34.9	34.9	< 0.005	< 0.005	0.04	35.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.77	5.77	< 0.005	< 0.005	0.01	5.85
Vendor	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	0.00
Hauling	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	0.00

3.12. Paving (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84	0.80	4.58	33.4	0.06	0.17	—	0.17	0.17	—	0.17	—	6,159	6,159	0.25	0.05	—	6,180
Paving	—	1.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.09	0.50	3.66	0.01	0.02	—	0.02	0.02	—	0.02	—	675	675	0.03	0.01	—	677
Paving	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.09	0.67	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	112	112	< 0.005	< 0.005	—	112
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.93	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	350	350	< 0.005	0.01	0.94	354
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	34.9	34.9	< 0.005	< 0.005	0.04	35.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.77	5.77	< 0.005	< 0.005	0.01	5.85
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	186	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.1	20.1	< 0.005	< 0.005	—	20.2
Architectural Coatings	—	28.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.33	3.33	< 0.005	< 0.005	—	3.34
Architectural Coatings	—	5.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.08	0.97	0.91	18.1	0.00	0.00	3.07	3.07	0.00	0.72	0.72	—	3,279	3,279	0.03	0.11	8.86	3,322
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	0.14	1.93	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	450	450	0.01	0.02	0.58	456
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.5	74.5	< 0.005	< 0.005	0.10	75.4
Vendor	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	0.00
Hauling	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	0.00

3.14. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	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
Architectural Coatings	—	43.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	6.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	1.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.08	0.97	0.91	18.1	0.00	0.00	3.07	3.07	0.00	0.72	0.72	—	3,279	3,279	0.03	0.11	8.86	3,322
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	0.14	1.93	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	450	450	0.01	0.02	0.58	456
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.5	74.5	< 0.005	< 0.005	0.10	75.4
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	6/18/2025	5.00	30.0	—
Building Construction	Building Construction	6/19/2025	4/19/2028	5.00	740	—
Paving	Paving	4/20/2028	6/14/2028	5.00	40.0	—
Architectural Coating	Architectural Coating	6/15/2028	8/30/2028	5.00	55.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	4.00	6.97	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	4.00	6.97	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	4.00	6.97	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	6.97	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	6.97	376	0.38

Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	6.97	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	27.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,173	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	176	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	25.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	235	18.5	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	27.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,173	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	176	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	25.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	235	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	3,149,280	1,049,760	30,000	10,000	72,626

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	45.0	0.00	—
Paving	0.00	0.00	0.00	0.00	27.8

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%

Parking Lot	27.8	100%
Strip Mall	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	0.03	< 0.005
2028	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Land Use	Land use values adjusted based on the site plan.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks were added to the site preparation, building construction, and paving phases.
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation to account for site conditions.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	08 MBS PA3 Residential
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.740545, -116.235622
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	405	Dwelling Unit	2.23	388,800	0.00	0.00	1,308	—

Parking Lot	7.31	Acre	7.31	7.31	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.53	126	34.2	44.1	0.06	1.45	10.8	12.3	1.34	3.23	4.57	—	9,290	9,290	0.33	0.36	18.8	9,423
Mit.	2.05	29.0	4.59	47.1	0.06	0.12	10.8	10.9	0.12	3.23	3.35	—	8,979	8,979	0.32	0.36	18.8	9,111
% Reduced	55%	77%	87%	-7%	—	92%	—	11%	91%	—	27%	—	3%	3%	4%	1%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.19	2.72	16.1	32.1	0.05	0.54	4.18	4.72	0.50	1.00	1.49	—	8,645	8,645	0.34	0.36	0.49	8,761
Mit.	1.68	1.51	4.81	35.1	0.04	0.08	4.18	4.26	0.08	1.00	1.08	—	8,334	8,334	0.33	0.36	0.49	8,449
% Reduced	47%	45%	70%	-9%	9%	85%	—	10%	84%	—	28%	—	4%	4%	4%	1%	—	4%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	7.74	8.17	16.7	0.02	0.29	2.21	2.50	0.27	0.55	0.82	—	4,057	4,057	0.15	0.15	3.45	4,109
Mit.	0.77	2.06	2.11	18.1	0.02	0.04	2.21	2.25	0.04	0.55	0.59	—	3,925	3,925	0.15	0.15	3.45	3,977
% Reduced	51%	73%	74%	-8%	8%	86%	—	10%	85%	—	28%	—	3%	3%	4%	1%	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.29	1.41	1.49	3.06	< 0.005	0.05	0.40	0.46	0.05	0.10	0.15	—	672	672	0.03	0.03	0.57	680
Mit.	0.14	0.38	0.39	3.30	< 0.005	0.01	0.40	0.41	0.01	0.10	0.11	—	650	650	0.02	0.02	0.57	658
% Reduced	51%	73%	74%	-8%	8%	86%	—	10%	85%	—	28%	—	3%	3%	4%	1%	—	3%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.53	3.82	34.2	44.1	0.06	1.45	10.8	12.3	1.34	3.23	4.57	—	9,290	9,290	0.33	0.36	18.8	9,423
2026	3.28	126	14.9	42.1	0.05	0.48	4.18	4.66	0.44	1.00	1.44	—	9,175	9,175	0.33	0.36	17.1	9,306
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.19	2.72	16.1	32.1	0.05	0.54	4.18	4.72	0.50	1.00	1.49	—	8,645	8,645	0.34	0.36	0.49	8,761
2026	3.05	2.61	15.1	30.9	0.05	0.48	4.18	4.66	0.44	1.00	1.44	—	8,546	8,546	0.22	0.36	0.44	8,658
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.57	1.34	8.17	16.7	0.02	0.29	2.21	2.50	0.27	0.55	0.82	—	4,057	4,057	0.15	0.15	3.45	4,109
2026	0.91	7.74	4.48	10.0	0.01	0.15	1.14	1.28	0.14	0.27	0.41	—	2,499	2,499	0.06	0.09	2.00	2,531
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.29	0.24	1.49	3.06	< 0.005	0.05	0.40	0.46	0.05	0.10	0.15	—	672	672	0.03	0.03	0.57	680
2026	0.17	1.41	0.82	1.83	< 0.005	0.03	0.21	0.23	0.02	0.05	0.07	—	414	414	0.01	0.02	0.33	419

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.05	1.90	4.59	47.1	0.06	0.12	10.8	10.9	0.12	3.23	3.35	—	8,979	8,979	0.32	0.36	18.8	9,111
2026	1.84	29.0	4.39	45.1	0.04	0.12	4.18	4.26	0.11	1.00	1.08	—	8,864	8,864	0.31	0.36	17.1	8,995
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.68	1.51	4.81	35.1	0.04	0.08	4.18	4.26	0.08	1.00	1.08	—	8,334	8,334	0.33	0.36	0.49	8,449

2026	1.61	1.45	4.62	33.9	0.04	0.08	4.18	4.26	0.08	1.00	1.08	—	8,235	8,235	0.21	0.36	0.44	8,347
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.77	0.70	2.11	18.1	0.02	0.04	2.21	2.25	0.04	0.55	0.59	—	3,925	3,925	0.15	0.15	3.45	3,977
2026	0.48	2.06	1.34	10.9	0.01	0.03	1.14	1.17	0.03	0.27	0.30	—	2,411	2,411	0.06	0.09	2.00	2,442
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.14	0.13	0.39	3.30	< 0.005	0.01	0.40	0.41	0.01	0.10	0.11	—	650	650	0.02	0.02	0.57	658
2026	0.09	0.38	0.24	2.00	< 0.005	0.01	0.21	0.21	0.01	0.05	0.05	—	399	399	0.01	0.02	0.33	404

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.42	3.71	34.1	32.8	0.06	1.45	—	1.45	1.34	—	1.34	—	6,487	6,487	0.26	0.05	—	6,509
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.18	0.15	1.40	1.35	< 0.005	0.06	—	0.06	0.05	—	0.05	—	267	267	0.01	< 0.005	—	267
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.1	44.1	< 0.005	< 0.005	—	44.3
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.10	1.91	0.00	0.00	5.70	5.70	0.00	0.60	0.60	—	297	297	0.01	0.01	1.03	301
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.23	0.23	0.00	0.02	0.02	—	11.1	11.1	< 0.005	< 0.005	0.02	11.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.04	0.04	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.86
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.61	3.18	34.2	0.06	0.12	—	0.12	0.12	—	0.12	—	6,487	6,487	0.26	0.05	—	6,509
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.13	1.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	267	267	0.01	< 0.005	—	267
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.02	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.1	44.1	< 0.005	< 0.005	—	44.3
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.10	1.91	0.00	0.00	5.70	5.70	0.00	0.60	0.60	—	297	297	0.01	0.01	1.03	301
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.23	0.23	0.00	0.02	0.02	—	11.1	11.1	< 0.005	< 0.005	0.02	11.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.04	0.04	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.86
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.82	1.53	12.9	15.7	0.03	0.52	—	0.52	0.48	—	0.48	—	3,589	3,589	0.15	0.03	—	3,601
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.82	1.53	12.9	15.7	0.03	0.52	—	0.52	0.48	—	0.48	—	3,589	3,589	0.15	0.03	—	3,601
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.65	5.47	6.66	0.01	0.22	—	0.22	0.20	—	0.20	—	1,524	1,524	0.06	0.01	—	1,529
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.00	1.22	< 0.005	0.04	—	0.04	0.04	—	0.04	—	252	252	0.01	< 0.005	—	253
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.53	1.53	27.8	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	4,330	4,330	0.17	0.14	15.0	4,393
Vendor	0.07	0.05	1.45	0.64	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,370	1,370	0.02	0.18	3.77	1,429
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.30	1.15	1.65	15.8	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	3,684	3,684	0.18	0.14	0.39	3,732
Vendor	0.06	0.05	1.55	0.65	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,372	1,372	0.02	0.18	0.10	1,427
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.52	0.64	8.40	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,673	1,673	0.07	0.06	2.74	1,695
Vendor	0.03	0.02	0.65	0.28	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	582	582	0.01	0.08	0.69	606
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.12	1.53	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	277	277	0.01	0.01	0.45	281
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96.4	96.4	< 0.005	0.01	0.11	100
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.31	1.61	18.7	0.03	0.06	—	0.06	0.06	—	0.06	—	3,278	3,278	0.13	0.03	—	3,289
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.31	0.31	1.61	18.7	0.03	0.06	—	0.06	0.06	—	0.06	—	3,278	3,278	0.13	0.03	—	3,289
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.13	0.68	7.93	0.01	0.03	—	0.03	0.03	—	0.03	—	1,392	1,392	0.06	0.01	—	1,397
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.12	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	230	230	0.01	< 0.005	—	231
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.53	1.53	27.8	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	4,330	4,330	0.17	0.14	15.0	4,393
Vendor	0.07	0.05	1.45	0.64	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,370	1,370	0.02	0.18	3.77	1,429
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.30	1.15	1.65	15.8	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	3,684	3,684	0.18	0.14	0.39	3,732
Vendor	0.06	0.05	1.55	0.65	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,372	1,372	0.02	0.18	0.10	1,427
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.52	0.64	8.40	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,673	1,673	0.07	0.06	2.74	1,695
Vendor	0.03	0.02	0.65	0.28	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	582	582	0.01	0.08	0.69	606

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.12	1.53	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	277	277	0.01	0.01	0.45	281
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96.4	96.4	< 0.005	0.01	0.11	100
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	12.1	15.6	0.03	0.46	—	0.46	0.42	—	0.42	—	3,590	3,590	0.15	0.03	—	3,602
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	12.1	15.6	0.03	0.46	—	0.46	0.42	—	0.42	—	3,590	3,590	0.15	0.03	—	3,602
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.38	3.16	4.07	0.01	0.12	—	0.12	0.11	—	0.11	—	934	934	0.04	0.01	—	938
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.07	0.58	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02	—	155	155	0.01	< 0.005	—	155
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.46	1.32	1.40	25.8	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	4,239	4,239	0.16	0.14	13.6	4,300
Vendor	0.07	0.05	1.38	0.60	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,345	1,345	0.02	0.18	3.52	1,404
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.24	1.09	1.51	14.6	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	3,609	3,609	0.06	0.14	0.35	3,654
Vendor	0.06	0.05	1.49	0.62	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,347	1,347	0.02	0.18	0.09	1,402
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	0.36	4.76	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	1,004	1,004	0.01	0.04	1.52	1,017
Vendor	0.02	0.01	0.38	0.16	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	350	350	< 0.005	0.05	0.39	365
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.87	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	166	166	< 0.005	0.01	0.25	168
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.0	58.0	< 0.005	0.01	0.07	60.4
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.31	1.61	18.7	0.03	0.06	—	0.06	0.06	—	0.06	—	3,279	3,279	0.13	0.03	—	3,290
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.31	1.61	18.7	0.03	0.06	—	0.06	0.06	—	0.06	—	3,279	3,279	0.13	0.03	—	3,290
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.42	4.86	0.01	0.02	—	0.02	0.02	—	0.02	—	853	853	0.03	0.01	—	856
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	142
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.46	1.32	1.40	25.8	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	4,239	4,239	0.16	0.14	13.6	4,300
Vendor	0.07	0.05	1.38	0.60	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,345	1,345	0.02	0.18	3.52	1,404
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.24	1.09	1.51	14.6	0.00	0.00	3.81	3.81	0.00	0.89	0.89	—	3,609	3,609	0.06	0.14	0.35	3,654
Vendor	0.06	0.05	1.49	0.62	0.01	0.02	0.37	0.39	0.02	0.10	0.12	—	1,347	1,347	0.02	0.18	0.09	1,402
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	0.36	4.76	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	1,004	1,004	0.01	0.04	1.52	1,017
Vendor	0.02	0.01	0.38	0.16	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	350	350	< 0.005	0.05	0.39	365
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.87	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	166	166	< 0.005	0.01	0.25	168
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.0	58.0	< 0.005	0.01	0.07	60.4
Hauling	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	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	1.16	9.40	12.6	0.02	0.40	—	0.40	0.37	—	0.37	—	2,703	2,703	0.11	0.02	—	2,713
Paving	—	0.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.51	0.69	< 0.005	0.02	—	0.02	0.02	—	0.02	—	148	148	0.01	< 0.005	—	149
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.55	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	254	254	0.01	0.01	0.81	258
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.02	12.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.10	2.10	< 0.005	< 0.005	< 0.005	2.13
Vendor	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	0.00
Hauling	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	0.00

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54	0.49	2.94	16.5	0.02	0.12	—	0.12	0.11	—	0.11	—	2,703	2,703	0.11	0.02	—	2,713
Paving	—	0.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.16	0.90	< 0.005	0.01	—	0.01	0.01	—	0.01	—	148	148	0.01	< 0.005	—	149
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.55	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	254	254	0.01	0.01	0.81	258
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.02	12.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.10	2.10	< 0.005	< 0.005	< 0.005	2.13
Vendor	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	0.00
Hauling	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	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	126	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	6.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.28	5.17	0.00	0.00	0.76	0.76	0.00	0.18	0.18	—	848	848	0.03	0.03	2.71	860
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.3	42.3	< 0.005	< 0.005	0.06	42.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.00	7.00	< 0.005	< 0.005	0.01	7.09
Vendor	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	0.00
Hauling	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	0.00

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	28.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	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
Architectural Coatings	—	1.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.28	5.17	0.00	0.00	0.76	0.76	0.00	0.18	0.18	—	848	848	0.03	0.03	2.71	860
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.3	42.3	< 0.005	< 0.005	0.06	42.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.00	7.00	< 0.005	< 0.005	0.01	7.09

Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	5/28/2025	5.00	15.0	—
Building Construction	Building Construction	5/29/2025	5/13/2026	5.00	250	—
Paving	Paving	5/14/2026	6/10/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	6/11/2026	7/8/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38

Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.16	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.16	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.16	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	292	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	43.3	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	58.3	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	292	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	43.3	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	58.3	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	787,320	262,440	0.00	0.00	19,103

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	22.5	0.00	—
Paving	0.00	0.00	0.00	0.00	7.31

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Parking Lot	7.31	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Land Use	Land use information adjusted based on site plan information.
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to site preparation, grading, building construction, and paving phases.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during site preparation to account for site conditions.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	09 S2 PA1 Northwest Residential
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.742889, -116.246638
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	446	Dwelling Unit	5.43	472,760	0.00	0.00	1,441	—

Parking Lot	25.1	Acre	25.1	0.00	300,067	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.61	109	39.6	52.8	0.08	1.64	12.2	13.9	1.51	3.38	4.89	—	12,492	12,492	0.46	0.41	20.7	12,647
Mit.	2.48	30.2	6.18	62.9	0.08	0.17	12.2	12.4	0.17	3.38	3.55	—	12,182	12,182	0.45	0.41	20.7	12,335
% Reduced	56%	72%	84%	-19%	—	90%	—	11%	89%	—	27%	—	2%	2%	3%	1%	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.38	3.73	21.8	39.6	0.07	0.73	4.61	5.34	0.67	1.10	1.77	—	11,783	11,783	0.46	0.41	0.53	11,918
Mit.	2.06	1.88	6.43	49.7	0.07	0.13	4.61	4.74	0.13	1.10	1.23	—	11,472	11,472	0.45	0.41	0.53	11,606
% Reduced	53%	50%	71%	-25%	6%	82%	—	11%	80%	—	31%	—	3%	3%	3%	1%	—	3%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.07	10.2	14.5	30.2	0.05	0.47	3.27	3.74	0.43	0.78	1.21	—	8,535	8,535	0.23	0.29	5.80	8,632
Mit.	1.47	3.17	4.31	37.4	0.05	0.10	3.27	3.37	0.10	0.78	0.87	—	8,312	8,312	0.22	0.29	5.80	8,410
% Reduced	52%	69%	70%	-24%	6%	80%	—	10%	78%	—	28%	—	3%	3%	4%	1%	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.56	1.86	2.64	5.51	0.01	0.09	0.60	0.68	0.08	0.14	0.22	—	1,413	1,413	0.04	0.05	0.96	1,429
Mit.	0.27	0.58	0.79	6.83	0.01	0.02	0.60	0.61	0.02	0.14	0.16	—	1,376	1,376	0.04	0.05	0.96	1,392
% Reduced	52%	69%	70%	-24%	6%	80%	—	10%	78%	—	28%	—	3%	3%	4%	1%	—	3%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	5.61	4.72	39.6	52.8	0.08	1.64	12.2	13.9	1.51	3.38	4.89	—	12,492	12,492	0.46	0.41	20.7	12,647
2026	4.48	3.86	20.2	50.6	0.07	0.66	4.61	5.26	0.61	1.10	1.70	—	12,368	12,368	0.45	0.41	18.8	12,521
2027	4.36	109	19.2	48.6	0.07	0.60	4.61	5.21	0.56	1.10	1.65	—	12,242	12,242	0.32	0.39	17.1	12,384
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.38	3.73	21.8	39.6	0.07	0.73	4.61	5.34	0.67	1.10	1.77	—	11,783	11,783	0.46	0.41	0.53	11,918
2026	4.23	3.60	20.5	38.3	0.07	0.66	4.61	5.26	0.61	1.10	1.70	—	11,676	11,676	0.33	0.41	0.49	11,807
2027	4.12	3.50	19.4	37.1	0.07	0.60	4.61	5.21	0.56	1.10	1.65	—	11,564	11,564	0.33	0.39	0.44	11,691
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.13	1.82	11.1	20.3	0.03	0.39	2.55	2.94	0.36	0.63	0.99	—	5,475	5,475	0.21	0.17	3.69	5,535
2026	3.07	2.62	14.5	30.2	0.05	0.47	3.27	3.74	0.43	0.78	1.21	—	8,535	8,535	0.23	0.29	5.80	8,632
2027	1.26	10.2	5.95	12.0	0.02	0.19	1.21	1.41	0.18	0.29	0.47	—	3,436	3,436	0.10	0.10	1.93	3,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.39	0.33	2.02	3.70	0.01	0.07	0.46	0.54	0.07	0.12	0.18	—	906	906	0.03	0.03	0.61	916
2026	0.56	0.48	2.64	5.51	0.01	0.09	0.60	0.68	0.08	0.14	0.22	—	1,413	1,413	0.04	0.05	0.96	1,429
2027	0.23	1.86	1.09	2.20	< 0.005	0.04	0.22	0.26	0.03	0.05	0.09	—	569	569	0.02	0.02	0.32	575

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.48	2.30	6.18	62.9	0.08	0.17	12.2	12.4	0.17	3.38	3.55	—	12,182	12,182	0.45	0.41	20.7	12,335
2026	2.25	2.07	5.96	60.7	0.07	0.13	4.61	4.74	0.13	1.10	1.23	—	12,057	12,057	0.44	0.41	18.8	12,209

2027	2.17	30.2	5.75	58.7	0.07	0.17	4.61	4.74	0.16	1.10	1.23	—	11,931	11,931	0.31	0.39	17.1	12,073
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.06	1.88	6.43	49.7	0.07	0.13	4.61	4.74	0.13	1.10	1.23	—	11,472	11,472	0.45	0.41	0.53	11,606
2026	1.99	1.81	6.21	48.4	0.07	0.13	4.61	4.74	0.13	1.10	1.23	—	11,365	11,365	0.32	0.41	0.49	11,495
2027	1.94	1.76	5.99	47.2	0.07	0.13	4.61	4.74	0.13	1.10	1.23	—	11,254	11,254	0.31	0.39	0.44	11,379
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.93	0.85	2.82	24.9	0.03	0.06	2.55	2.61	0.06	0.63	0.70	—	5,347	5,347	0.20	0.17	3.69	5,406
2026	1.47	1.34	4.31	37.4	0.05	0.10	3.27	3.37	0.10	0.78	0.87	—	8,312	8,312	0.22	0.29	5.80	8,410
2027	0.58	3.17	1.80	15.3	0.02	0.05	1.21	1.26	0.05	0.29	0.33	—	3,349	3,349	0.09	0.10	1.93	3,384
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.17	0.16	0.51	4.54	0.01	0.01	0.46	0.48	0.01	0.12	0.13	—	885	885	0.03	0.03	0.61	895
2026	0.27	0.24	0.79	6.83	0.01	0.02	0.60	0.61	0.02	0.14	0.16	—	1,376	1,376	0.04	0.05	0.96	1,392
2027	0.11	0.58	0.33	2.80	< 0.005	0.01	0.22	0.23	0.01	0.05	0.06	—	554	554	0.02	0.02	0.32	560

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.46	4.59	39.5	38.7	0.08	1.64	—	1.64	1.51	—	1.51	—	9,112	9,112	0.37	0.07	—	9,144

Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.16	2.12	< 0.005	0.09	—	0.09	0.08	—	0.08	—	499	499	0.02	< 0.005	—	501
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.39	0.39	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.7	82.7	< 0.005	< 0.005	—	83.0
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.13	2.38	0.00	0.00	7.13	7.13	0.00	0.76	0.76	—	371	371	0.01	0.01	1.28	377
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.38	0.38	0.00	0.04	0.04	—	18.5	18.5	< 0.005	< 0.005	0.03	18.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.07	0.07	0.00	0.01	0.01	—	3.06	3.06	< 0.005	< 0.005	0.01	3.10
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	0.86	4.47	47.1	0.08	0.17	—	0.17	0.17	—	0.17	—	9,112	9,112	0.37	0.07	—	9,144
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.24	2.58	< 0.005	0.01	—	0.01	0.01	—	0.01	—	499	499	0.02	< 0.005	—	501
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.7	82.7	< 0.005	< 0.005	—	83.0
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.13	2.38	0.00	0.00	7.13	7.13	0.00	0.76	0.76	—	371	371	0.01	0.01	1.28	377
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.38	0.38	0.00	0.04	0.04	—	18.5	18.5	< 0.005	< 0.005	0.03	18.7
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.07	0.07	0.00	0.01	0.01	—	3.06	3.06	< 0.005	< 0.005	0.01	3.10
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	18.3	21.5	0.06	0.71	—	0.71	0.65	—	0.65	—	6,215	6,215	0.25	0.05	—	6,236
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	18.3	21.5	0.06	0.71	—	0.71	0.65	—	0.65	—	6,215	6,215	0.25	0.05	—	6,236
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	7.51	8.84	0.02	0.29	—	0.29	0.27	—	0.27	—	2,554	2,554	0.10	0.02	—	2,563
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.22	0.18	1.37	1.61	< 0.005	0.05	—	0.05	0.05	—	0.05	—	423	423	0.02	< 0.005	—	424
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.84	1.69	1.68	30.6	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,769	4,769	0.19	0.16	16.5	4,837
Vendor	0.08	0.06	1.59	0.71	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,509	1,509	0.02	0.20	4.15	1,574
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.43	1.27	1.81	17.4	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,057	4,057	0.19	0.16	0.43	4,110
Vendor	0.07	0.05	1.71	0.72	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,510	1,510	0.02	0.20	0.11	1,571
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.55	0.69	8.95	0.00	0.00	1.72	1.72	0.00	0.40	0.40	—	1,783	1,783	0.08	0.06	2.92	1,806
Vendor	0.03	0.02	0.69	0.29	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	620	620	0.01	0.08	0.74	646
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.13	1.63	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	295	295	0.01	0.01	0.48	299
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	103	103	< 0.005	0.01	0.12	107
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,903	5,903	0.24	0.05	—	5,924
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,903	5,903	0.24	0.05	—	5,924
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	1.19	13.0	0.02	0.05	—	0.05	0.05	—	0.05	—	2,426	2,426	0.10	0.02	—	2,434
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.22	2.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	402	402	0.02	< 0.005	—	403
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.84	1.69	1.68	30.6	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,769	4,769	0.19	0.16	16.5	4,837
Vendor	0.08	0.06	1.59	0.71	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,509	1,509	0.02	0.20	4.15	1,574
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.43	1.27	1.81	17.4	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,057	4,057	0.19	0.16	0.43	4,110
Vendor	0.07	0.05	1.71	0.72	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,510	1,510	0.02	0.20	0.11	1,571
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.55	0.69	8.95	0.00	0.00	1.72	1.72	0.00	0.40	0.40	—	1,783	1,783	0.08	0.06	2.92	1,806
Vendor	0.03	0.02	0.69	0.29	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	620	620	0.01	0.08	0.74	646
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.13	1.63	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	295	295	0.01	0.01	0.48	299
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	103	103	< 0.005	0.01	0.12	107
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.79	2.34	17.2	21.5	0.06	0.64	—	0.64	0.58	—	0.58	—	6,219	6,219	0.25	0.05	—	6,240
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.79	2.34	17.2	21.5	0.06	0.64	—	0.64	0.58	—	0.58	—	6,219	6,219	0.25	0.05	—	6,240
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.99	1.67	12.3	15.3	0.04	0.45	—	0.45	0.42	—	0.42	—	4,442	4,442	0.18	0.04	—	4,457
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.31	2.24	2.80	0.01	0.08	—	0.08	0.08	—	0.08	—	735	735	0.03	0.01	—	738
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.61	1.46	1.54	28.5	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,668	4,668	0.18	0.16	14.9	4,735
Vendor	0.08	0.06	1.52	0.66	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,481	1,481	0.02	0.20	3.88	1,546
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.36	1.20	1.67	16.1	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	3,974	3,974	0.06	0.16	0.39	4,024
Vendor	0.07	0.05	1.64	0.68	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,483	1,483	0.02	0.20	0.10	1,544
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.02	0.91	1.09	14.4	0.00	0.00	2.98	2.98	0.00	0.70	0.70	—	3,034	3,034	0.04	0.11	4.60	3,072
Vendor	0.05	0.04	1.14	0.48	0.01	0.02	0.29	0.31	0.02	0.08	0.10	—	1,059	1,059	0.01	0.14	1.19	1,103

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.20	2.63	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	502	502	0.01	0.02	0.76	509
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	175	175	< 0.005	0.02	0.20	183
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,907	5,907	0.24	0.05	—	5,928
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,907	5,907	0.24	0.05	—	5,928
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	0.40	2.07	22.6	0.04	0.08	—	0.08	0.08	—	0.08	—	4,219	4,219	0.17	0.03	—	4,234
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07	0.07	0.38	4.12	0.01	0.01	—	0.01	0.01	—	0.01	—	699	699	0.03	0.01	—	701
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.61	1.46	1.54	28.5	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,668	4,668	0.18	0.16	14.9	4,735
Vendor	0.08	0.06	1.52	0.66	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,481	1,481	0.02	0.20	3.88	1,546
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.36	1.20	1.67	16.1	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	3,974	3,974	0.06	0.16	0.39	4,024
Vendor	0.07	0.05	1.64	0.68	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,483	1,483	0.02	0.20	0.10	1,544
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.02	0.91	1.09	14.4	0.00	0.00	2.98	2.98	0.00	0.70	0.70	—	3,034	3,034	0.04	0.11	4.60	3,072
Vendor	0.05	0.04	1.14	0.48	0.01	0.02	0.29	0.31	0.02	0.08	0.10	—	1,059	1,059	0.01	0.14	1.19	1,103
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.20	2.63	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	502	502	0.01	0.02	0.76	509
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	175	175	< 0.005	0.02	0.20	183
Hauling	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	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.75	2.30	16.4	21.4	0.06	0.58	—	0.58	0.54	—	0.54	—	6,217	6,217	0.25	0.05	—	6,239
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.75	2.30	16.4	21.4	0.06	0.58	—	0.58	0.54	—	0.54	—	6,217	6,217	0.25	0.05	—	6,239
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	4.00	5.25	0.01	0.14	—	0.14	0.13	—	0.13	—	1,521	1,521	0.06	0.01	—	1,526
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.73	0.96	< 0.005	0.03	—	0.03	0.02	—	0.02	—	252	252	0.01	< 0.005	—	253
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.53	1.38	1.39	26.5	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,576	4,576	0.05	0.15	13.5	4,636
Vendor	0.08	0.06	1.45	0.64	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,448	1,448	0.02	0.19	3.59	1,510
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.31	1.15	1.52	15.0	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	3,897	3,897	0.06	0.15	0.35	3,944
Vendor	0.07	0.05	1.56	0.65	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,450	1,450	0.02	0.19	0.09	1,508
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.30	0.34	4.60	0.00	0.00	1.02	1.02	0.00	0.24	0.24	—	1,019	1,019	0.01	0.04	1.42	1,032
Vendor	0.02	0.01	0.37	0.15	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	354	354	< 0.005	0.05	0.38	369
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.84	0.00	0.00	0.19	0.19	0.00	0.04	0.04	—	169	169	< 0.005	0.01	0.24	171
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	58.7	58.7	< 0.005	0.01	0.06	61.1
Hauling	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	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,906	5,906	0.24	0.05	—	5,926
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.56	0.56	2.90	31.6	0.05	0.11	—	0.11	0.11	—	0.11	—	5,906	5,906	0.24	0.05	—	5,926
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	0.71	7.73	0.01	0.03	—	0.03	0.03	—	0.03	—	1,445	1,445	0.06	0.01	—	1,450
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	239	239	0.01	< 0.005	—	240
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.53	1.38	1.39	26.5	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	4,576	4,576	0.05	0.15	13.5	4,636
Vendor	0.08	0.06	1.45	0.64	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,448	1,448	0.02	0.19	3.59	1,510
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.31	1.15	1.52	15.0	0.00	0.00	4.20	4.20	0.00	0.98	0.98	—	3,897	3,897	0.06	0.15	0.35	3,944
Vendor	0.07	0.05	1.56	0.65	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,450	1,450	0.02	0.19	0.09	1,508
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.30	0.34	4.60	0.00	0.00	1.02	1.02	0.00	0.24	0.24	—	1,019	1,019	0.01	0.04	1.42	1,032
Vendor	0.02	0.01	0.37	0.15	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	354	354	< 0.005	0.05	0.38	369

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.84	0.00	0.00	0.19	0.19	0.00	0.04	0.04	—	169	169	< 0.005	0.01	0.24	171
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	58.7	58.7	< 0.005	0.01	0.06	61.1
Hauling	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	0.00

3.9. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.39	2.01	13.9	18.5	0.05	0.54	—	0.54	0.50	—	0.50	—	5,331	5,331	0.22	0.04	—	5,350
Paving	—	2.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.14	1.52	< 0.005	0.04	—	0.04	0.04	—	0.04	—	438	438	0.02	< 0.005	—	440
Paving	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.21	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	72.5	72.5	< 0.005	< 0.005	—	72.8

Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.85	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	321	321	< 0.005	0.01	0.94	325
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.03	24.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.97	3.97	< 0.005	< 0.005	0.01	4.02
Vendor	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	0.00
Hauling	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	0.00

3.10. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.78	0.73	4.21	29.4	0.05	0.17	—	0.17	0.16	—	0.16	—	5,331	5,331	0.22	0.04	—	5,350
Paving	—	2.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.35	2.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	438	438	0.02	< 0.005	—	440
Paving	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.85	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	321	321	< 0.005	0.01	0.94	325
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.03	24.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.97	3.97	< 0.005	< 0.005	0.01	4.02
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	109	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.0
Architectural Coatings	—	8.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.82
Architectural Coatings	—	1.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	0.28	5.29	0.00	0.00	0.84	0.84	0.00	0.20	0.20	—	915	915	0.01	0.03	2.70	927
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.5	68.5	< 0.005	< 0.005	0.10	69.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.5
Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	29.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	2.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	0.28	5.29	0.00	0.00	0.84	0.84	0.00	0.20	0.20	—	915	915	0.01	0.03	2.70	927
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.5	68.5	< 0.005	< 0.005	0.10	69.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.5
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	6/4/2025	5.00	20.0	—
Building Construction	Building Construction	6/5/2025	5/5/2027	5.00	500	—
Paving	Paving	5/6/2027	6/16/2027	5.00	30.0	—
Architectural Coating	Architectural Coating	6/17/2027	7/28/2027	5.00	30.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	3.00	7.64	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	3.00	7.64	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	3.00	7.64	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	3.00	7.64	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29

Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	3.00	7.64	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	3.00	7.64	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	25.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	321	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	47.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2

Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	64.2	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	25.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	321	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	47.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	64.2	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	957,339	319,113	0.00	0.00	65,707

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	30.0	0.00	—
Paving	0.00	0.00	0.00	0.00	25.1

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Parking Lot	25.1	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Land Use	Land use information adjusted based on site plan.
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to site preparation, building construction, and paving phases.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	10 S2 PA1 Northeast Residential
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.74274, -116.238658
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	794	Dwelling Unit	9.66	841,640	0.00	0.00	2,565	—

Parking Lot	22.9	Acre	22.9	0.00	149,808	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.39	101	40.1	77.8	0.09	1.66	13.0	14.6	1.53	3.46	4.99	—	17,645	17,645	0.63	0.70	36.8	17,905
Mit.	4.00	24.7	8.86	88.6	0.09	0.18	13.0	13.1	0.18	3.46	3.63	—	17,334	17,334	0.62	0.69	36.8	17,593
% Reduced	37%	76%	78%	-14%	—	89%	—	10%	88%	—	27%	—	2%	2%	2%	< 0.5%	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.65	4.84	25.1	54.3	0.08	0.77	8.20	8.97	0.71	1.95	2.66	—	16,381	16,381	0.64	0.70	0.95	16,606
Mit.	3.26	2.93	9.30	65.1	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	16,070	16,070	0.63	0.69	0.95	16,294
% Reduced	42%	39%	63%	-20%	5%	80%	—	7%	78%	—	21%	—	2%	2%	2%	< 0.5%	—	2%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.97	16.6	16.6	42.2	0.06	0.49	5.83	6.32	0.46	1.39	1.84	—	11,910	11,910	0.28	0.49	10.3	12,073
Mit.	2.32	4.55	6.14	49.9	0.06	0.11	5.83	5.94	0.11	1.39	1.50	—	11,688	11,688	0.27	0.49	10.3	11,850
% Reduced	42%	73%	63%	-18%	5%	78%	—	6%	76%	—	19%	—	2%	2%	3%	< 0.5%	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.73	3.04	3.03	7.71	0.01	0.09	1.06	1.15	0.08	0.25	0.34	—	1,972	1,972	0.05	0.08	1.71	1,999
Mit.	0.42	0.83	1.12	9.11	0.01	0.02	1.06	1.08	0.02	0.25	0.27	—	1,935	1,935	0.05	0.08	1.71	1,962
% Reduced	42%	73%	63%	-18%	5%	78%	—	6%	76%	—	19%	—	2%	2%	3%	< 0.5%	—	2%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.39	5.60	40.1	77.8	0.09	1.66	13.0	14.6	1.53	3.46	4.99	—	17,645	17,645	0.63	0.70	36.8	17,905
2026	5.90	5.12	23.1	73.9	0.08	0.69	8.20	8.89	0.64	1.95	2.59	—	17,422	17,422	0.62	0.70	33.5	17,678
2027	5.71	4.95	21.9	70.3	0.08	0.64	8.20	8.84	0.59	1.95	2.54	—	17,197	17,197	0.38	0.66	30.4	17,435
2028	5.53	101	20.5	67.1	0.08	0.58	8.20	8.78	0.54	1.95	2.49	—	16,984	16,984	0.37	0.66	27.5	17,218
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	5.65	4.84	25.1	54.3	0.08	0.77	8.20	8.97	0.71	1.95	2.66	—	16,381	16,381	0.64	0.70	0.95	16,606
2026	5.44	4.66	23.5	52.0	0.08	0.69	8.20	8.89	0.64	1.95	2.59	—	16,188	16,188	0.41	0.70	0.87	16,407
2027	5.30	4.52	22.3	49.9	0.08	0.64	8.20	8.84	0.59	1.95	2.54	—	15,991	15,991	0.40	0.66	0.79	16,200
2028	4.90	4.37	20.9	47.8	0.08	0.58	8.20	8.78	0.54	1.95	2.49	—	15,804	15,804	0.40	0.66	0.71	16,012
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.68	2.30	12.8	27.2	0.04	0.43	4.18	4.61	0.40	1.03	1.43	—	7,274	7,274	0.27	0.27	6.13	7,368
2026	3.97	3.41	16.6	42.2	0.06	0.49	5.83	6.32	0.46	1.39	1.84	—	11,910	11,910	0.28	0.49	10.3	12,073
2027	3.86	3.31	15.7	40.5	0.06	0.46	5.83	6.28	0.42	1.39	1.81	—	11,761	11,761	0.27	0.47	9.38	11,919
2028	1.43	16.6	6.11	15.0	0.02	0.18	2.02	2.20	0.17	0.48	0.65	—	4,389	4,389	0.11	0.16	2.88	4,441
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.49	0.42	2.34	4.97	0.01	0.08	0.76	0.84	0.07	0.19	0.26	—	1,204	1,204	0.05	0.04	1.02	1,220
2026	0.73	0.62	3.03	7.71	0.01	0.09	1.06	1.15	0.08	0.25	0.34	—	1,972	1,972	0.05	0.08	1.71	1,999
2027	0.70	0.60	2.87	7.38	0.01	0.08	1.06	1.15	0.08	0.25	0.33	—	1,947	1,947	0.05	0.08	1.55	1,973
2028	0.26	3.04	1.11	2.74	< 0.005	0.03	0.37	0.40	0.03	0.09	0.12	—	727	727	0.02	0.03	0.48	735

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.00	3.69	8.86	88.6	0.09	0.18	13.0	13.1	0.18	3.46	3.63	—	17,334	17,334	0.62	0.69	36.8	17,593
2026	3.59	3.28	8.48	84.7	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	17,111	17,111	0.60	0.69	33.5	17,366
2027	3.45	3.14	8.10	81.1	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	16,886	16,886	0.37	0.66	30.4	17,123
2028	3.33	24.7	7.73	78.0	0.08	0.16	8.20	8.35	0.16	1.95	2.11	—	16,673	16,673	0.36	0.66	27.5	16,906
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.26	2.93	9.30	65.1	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	16,070	16,070	0.63	0.69	0.95	16,294
2026	3.14	2.82	8.92	62.8	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	15,877	15,877	0.40	0.69	0.87	16,095
2027	3.03	2.71	8.52	60.7	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	15,680	15,680	0.38	0.66	0.79	15,888
2028	2.69	2.62	8.17	58.7	0.08	0.15	8.20	8.35	0.15	1.95	2.11	—	15,493	15,493	0.38	0.66	0.71	15,701
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.38	1.26	3.84	32.1	0.04	0.07	4.18	4.26	0.07	1.03	1.10	—	7,155	7,155	0.27	0.27	6.13	7,248
2026	2.32	2.09	6.14	49.9	0.06	0.11	5.83	5.94	0.11	1.39	1.50	—	11,688	11,688	0.27	0.49	10.3	11,850
2027	2.24	2.02	5.85	48.2	0.06	0.11	5.83	5.94	0.11	1.39	1.50	—	11,539	11,539	0.26	0.47	9.38	11,696
2028	0.76	4.55	2.24	18.4	0.02	0.05	2.02	2.07	0.05	0.48	0.53	—	4,302	4,302	0.11	0.16	2.88	4,354
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.25	0.23	0.70	5.86	0.01	0.01	0.76	0.78	0.01	0.19	0.20	—	1,185	1,185	0.04	0.04	1.02	1,200
2026	0.42	0.38	1.12	9.11	0.01	0.02	1.06	1.08	0.02	0.25	0.27	—	1,935	1,935	0.05	0.08	1.71	1,962
2027	0.41	0.37	1.07	8.79	0.01	0.02	1.06	1.08	0.02	0.25	0.27	—	1,910	1,910	0.04	0.08	1.55	1,936
2028	0.14	0.83	0.41	3.37	< 0.005	0.01	0.37	0.38	0.01	0.09	0.10	—	712	712	0.02	0.03	0.48	721

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.57	4.68	40.0	39.2	0.09	1.66	—	1.66	1.53	—	1.53	—	9,367	9,367	0.38	0.08	—	9,399
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.38	3.29	3.22	0.01	0.14	—	0.14	0.13	—	0.13	—	770	770	0.03	0.01	—	773
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.60	0.59	< 0.005	0.02	—	0.02	0.02	—	0.02	—	127	127	0.01	< 0.005	—	128
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.62	0.00	0.00	7.84	7.84	0.00	0.83	0.83	—	408	408	0.02	0.01	1.41	414
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.63	0.63	0.00	0.07	0.07	—	30.5	30.5	< 0.005	< 0.005	0.05	30.9
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.12	0.12	0.00	0.01	0.01	—	5.05	5.05	< 0.005	< 0.005	0.01	5.12
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.88	0.88	4.59	48.3	0.09	0.18	—	0.18	0.18	—	0.18	—	9,367	9,367	0.38	0.08	—	9,399
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	0.38	3.97	0.01	0.01	—	0.01	0.01	—	0.01	—	770	770	0.03	0.01	—	773
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	127	127	0.01	< 0.005	—	128
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.62	0.00	0.00	7.84	7.84	0.00	0.83	0.83	—	408	408	0.02	0.01	1.41	414

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.63	0.63	0.00	0.07	0.07	—	30.5	30.5	< 0.005	< 0.005	0.05	30.9
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.12	0.12	0.00	0.01	0.01	—	5.05	5.05	< 0.005	< 0.005	0.01	5.12
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.97	2.49	18.8	22.1	0.06	0.73	—	0.73	0.67	—	0.67	—	6,469	6,469	0.26	0.05	—	6,491
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.97	2.49	18.8	22.1	0.06	0.73	—	0.73	0.67	—	0.67	—	6,469	6,469	0.26	0.05	—	6,491

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.14	0.96	7.21	8.47	0.02	0.28	—	0.28	0.26	—	0.26	—	2,481	2,481	0.10	0.02	—	2,490
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.17	1.32	1.55	< 0.005	0.05	—	0.05	0.05	—	0.05	—	411	411	0.02	< 0.005	—	412
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.28	3.01	2.99	54.5	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	8,490	8,490	0.33	0.28	29.4	8,612
Vendor	0.14	0.10	2.83	1.26	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,686	2,686	0.03	0.36	7.40	2,802
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.55	2.26	3.23	31.0	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	7,223	7,223	0.35	0.28	0.76	7,317
Vendor	0.13	0.09	3.05	1.28	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,689	2,689	0.03	0.36	0.19	2,797
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.02	0.91	1.14	14.9	0.00	0.00	2.85	2.85	0.00	0.67	0.67	—	2,962	2,962	0.13	0.10	4.86	3,001
Vendor	0.05	0.04	1.15	0.49	0.01	0.01	0.28	0.29	0.01	0.08	0.09	—	1,031	1,031	0.01	0.14	1.22	1,073
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.19	0.17	0.21	2.71	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	490	490	0.02	0.02	0.80	497
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	171	171	< 0.005	0.02	0.20	178
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,158	6,158	0.25	0.05	—	6,179
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,158	6,158	0.25	0.05	—	6,179
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	1.16	12.6	0.02	0.04	—	0.04	0.04	—	0.04	—	2,362	2,362	0.10	0.02	—	2,370
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.21	2.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	391	391	0.02	< 0.005	—	392

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.28	3.01	2.99	54.5	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	8,490	8,490	0.33	0.28	29.4	8,612
Vendor	0.14	0.10	2.83	1.26	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,686	2,686	0.03	0.36	7.40	2,802
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.55	2.26	3.23	31.0	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	7,223	7,223	0.35	0.28	0.76	7,317
Vendor	0.13	0.09	3.05	1.28	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,689	2,689	0.03	0.36	0.19	2,797
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.02	0.91	1.14	14.9	0.00	0.00	2.85	2.85	0.00	0.67	0.67	—	2,962	2,962	0.13	0.10	4.86	3,001
Vendor	0.05	0.04	1.15	0.49	0.01	0.01	0.28	0.29	0.01	0.08	0.09	—	1,031	1,031	0.01	0.14	1.22	1,073
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.21	2.71	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	490	490	0.02	0.02	0.80	497
Vendor	0.01	0.01	0.21	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	171	171	< 0.005	0.02	0.20	178
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.89	2.43	17.6	22.0	0.06	0.65	—	0.65	0.60	—	0.60	—	6,473	6,473	0.26	0.05	—	6,495
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.89	2.43	17.6	22.0	0.06	0.65	—	0.65	0.60	—	0.60	—	6,473	6,473	0.26	0.05	—	6,495
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.07	1.73	12.6	15.7	0.04	0.47	—	0.47	0.43	—	0.43	—	4,624	4,624	0.19	0.04	—	4,640
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.30	2.87	0.01	0.09	—	0.09	0.08	—	0.08	—	766	766	0.03	0.01	—	768
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.87	2.60	2.73	50.7	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	8,311	8,311	0.32	0.28	26.6	8,430
Vendor	0.14	0.10	2.71	1.18	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,637	2,637	0.03	0.36	6.91	2,752
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.43	2.14	2.97	28.7	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	7,075	7,075	0.11	0.28	0.69	7,163
Vendor	0.13	0.09	2.92	1.22	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,640	2,640	0.03	0.36	0.18	2,748
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.61	1.94	25.6	0.00	0.00	5.31	5.31	0.00	1.24	1.24	—	5,402	5,402	0.07	0.19	8.19	5,469
Vendor	0.09	0.07	2.04	0.85	0.01	0.03	0.52	0.54	0.03	0.14	0.17	—	1,885	1,885	0.02	0.26	2.13	1,964
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.35	4.68	0.00	0.00	0.97	0.97	0.00	0.23	0.23	—	894	894	0.01	0.03	1.36	905
Vendor	0.02	0.01	0.37	0.16	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	312	312	< 0.005	0.04	0.35	325
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,162	6,162	0.25	0.05	—	6,183
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,162	6,162	0.25	0.05	—	6,183
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.42	2.16	23.5	0.04	0.08	—	0.08	0.08	—	0.08	—	4,401	4,401	0.18	0.04	—	4,416
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.39	4.28	0.01	0.02	—	0.02	0.02	—	0.02	—	729	729	0.03	0.01	—	731
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.87	2.60	2.73	50.7	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	8,311	8,311	0.32	0.28	26.6	8,430
Vendor	0.14	0.10	2.71	1.18	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,637	2,637	0.03	0.36	6.91	2,752
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.43	2.14	2.97	28.7	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	7,075	7,075	0.11	0.28	0.69	7,163
Vendor	0.13	0.09	2.92	1.22	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,640	2,640	0.03	0.36	0.18	2,748
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.61	1.94	25.6	0.00	0.00	5.31	5.31	0.00	1.24	1.24	—	5,402	5,402	0.07	0.19	8.19	5,469
Vendor	0.09	0.07	2.04	0.85	0.01	0.03	0.52	0.54	0.03	0.14	0.17	—	1,885	1,885	0.02	0.26	2.13	1,964

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.35	4.68	0.00	0.00	0.97	0.97	0.00	0.23	0.23	—	894	894	0.01	0.03	1.36	905
Vendor	0.02	0.01	0.37	0.16	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	312	312	< 0.005	0.04	0.35	325
Hauling	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	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.85	2.39	16.8	22.0	0.06	0.60	—	0.60	0.55	—	0.55	—	6,472	6,472	0.26	0.05	—	6,494
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.85	2.39	16.8	22.0	0.06	0.60	—	0.60	0.55	—	0.55	—	6,472	6,472	0.26	0.05	—	6,494
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.03	1.71	12.0	15.7	0.04	0.43	—	0.43	0.39	—	0.39	—	4,623	4,623	0.19	0.04	—	4,639
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.37	0.31	2.19	2.87	0.01	0.08	—	0.08	0.07	—	0.07	—	765	765	0.03	0.01	—	768
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.73	2.46	2.48	47.1	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	8,146	8,146	0.09	0.27	24.0	8,253
Vendor	0.13	0.10	2.59	1.13	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,579	2,579	0.03	0.34	6.39	2,688
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.33	2.04	2.71	26.7	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	6,938	6,938	0.10	0.27	0.62	7,022
Vendor	0.13	0.09	2.78	1.15	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,581	2,581	0.03	0.34	0.17	2,684
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.73	1.54	1.75	23.9	0.00	0.00	5.31	5.31	0.00	1.24	1.24	—	5,296	5,296	0.06	0.19	7.41	5,362
Vendor	0.09	0.07	1.94	0.81	0.01	0.03	0.52	0.54	0.03	0.14	0.17	—	1,843	1,843	0.02	0.24	1.97	1,918
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.32	4.37	0.00	0.00	0.97	0.97	0.00	0.23	0.23	—	877	877	0.01	0.03	1.23	888
Vendor	0.02	0.01	0.35	0.15	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	305	305	< 0.005	0.04	0.33	318
Hauling	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	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,160	6,160	0.25	0.05	—	6,182
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,160	6,160	0.25	0.05	—	6,182
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.42	2.16	23.5	0.04	0.08	—	0.08	0.08	—	0.08	—	4,400	4,400	0.18	0.04	—	4,415
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.39	4.28	0.01	0.02	—	0.02	0.02	—	0.02	—	729	729	0.03	0.01	—	731
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.73	2.46	2.48	47.1	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	8,146	8,146	0.09	0.27	24.0	8,253
Vendor	0.13	0.10	2.59	1.13	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,579	2,579	0.03	0.34	6.39	2,688
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.33	2.04	2.71	26.7	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	6,938	6,938	0.10	0.27	0.62	7,022
Vendor	0.13	0.09	2.78	1.15	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,581	2,581	0.03	0.34	0.17	2,684
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.73	1.54	1.75	23.9	0.00	0.00	5.31	5.31	0.00	1.24	1.24	—	5,296	5,296	0.06	0.19	7.41	5,362
Vendor	0.09	0.07	1.94	0.81	0.01	0.03	0.52	0.54	0.03	0.14	0.17	—	1,843	1,843	0.02	0.24	1.97	1,918
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.32	4.37	0.00	0.00	0.97	0.97	0.00	0.23	0.23	—	877	877	0.01	0.03	1.23	888
Vendor	0.02	0.01	0.35	0.15	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	305	305	< 0.005	0.04	0.33	318
Hauling	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	0.00

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.78	2.34	15.8	21.9	0.06	0.54	—	0.54	0.50	—	0.50	—	6,474	6,474	0.26	0.05	—	6,497
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.78	2.34	15.8	21.9	0.06	0.54	—	0.54	0.50	—	0.50	—	6,474	6,474	0.26	0.05	—	6,497
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	3.40	4.73	0.01	0.12	—	0.12	0.11	—	0.11	—	1,394	1,394	0.06	0.01	—	1,398
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.62	0.86	< 0.005	0.02	—	0.02	0.02	—	0.02	—	231	231	0.01	< 0.005	—	232
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.63	2.36	2.22	44.1	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	7,992	7,992	0.08	0.27	21.6	8,096
Vendor	0.11	0.08	2.48	1.07	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,517	2,517	0.03	0.34	5.90	2,625
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.00	1.97	2.46	24.8	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	6,810	6,810	0.10	0.27	0.56	6,893
Vendor	0.11	0.07	2.67	1.11	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,520	2,520	0.03	0.34	0.15	2,622
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.44	0.47	6.70	0.00	0.00	1.60	1.60	0.00	0.38	0.38	—	1,566	1,566	0.02	0.06	2.01	1,586
Vendor	0.02	0.02	0.56	0.23	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	542	542	0.01	0.07	0.55	565

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.22	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	259	259	< 0.005	0.01	0.33	263
Vendor	< 0.005	< 0.005	0.10	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	89.7	89.7	< 0.005	0.01	0.09	93.5
Hauling	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	0.00

3.10. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,163	6,163	0.25	0.05	—	6,184
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	3.03	32.8	0.06	0.12	—	0.12	0.12	—	0.12	—	6,163	6,163	0.25	0.05	—	6,184
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.13	0.65	7.07	0.01	0.03	—	0.03	0.03	—	0.03	—	1,327	1,327	0.05	0.01	—	1,331
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.12	1.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	220	220	0.01	< 0.005	—	220
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.63	2.36	2.22	44.1	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	7,992	7,992	0.08	0.27	21.6	8,096
Vendor	0.11	0.08	2.48	1.07	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,517	2,517	0.03	0.34	5.90	2,625
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.00	1.97	2.46	24.8	0.00	0.00	7.47	7.47	0.00	1.75	1.75	—	6,810	6,810	0.10	0.27	0.56	6,893
Vendor	0.11	0.07	2.67	1.11	0.02	0.04	0.73	0.76	0.04	0.20	0.24	—	2,520	2,520	0.03	0.34	0.15	2,622
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.44	0.47	6.70	0.00	0.00	1.60	1.60	0.00	0.38	0.38	—	1,566	1,566	0.02	0.06	2.01	1,586
Vendor	0.02	0.02	0.56	0.23	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	542	542	0.01	0.07	0.55	565
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.22	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	259	259	< 0.005	0.01	0.33	263
Vendor	< 0.005	< 0.005	0.10	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	89.7	89.7	< 0.005	0.01	0.09	93.5
Hauling	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	0.00

3.11. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.42	2.03	13.5	18.9	0.05	0.50	—	0.50	0.46	—	0.46	—	5,588	5,588	0.23	0.05	—	5,607
Paving	—	1.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	1.48	2.07	0.01	0.05	—	0.05	0.05	—	0.05	—	612	612	0.02	< 0.005	—	614
Paving	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.27	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	101	101	< 0.005	< 0.005	—	102
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.93	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	350	350	< 0.005	0.01	0.94	354
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	34.9	34.9	< 0.005	< 0.005	0.04	35.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.77	5.77	< 0.005	< 0.005	0.01	5.85
Vendor	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	0.00
Hauling	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	0.00

3.12. Paving (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.74	4.30	30.6	0.05	0.16	—	0.16	0.16	—	0.16	—	5,588	5,588	0.23	0.05	—	5,607
Paving	—	1.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.08	0.47	3.36	0.01	0.02	—	0.02	0.02	—	0.02	—	612	612	0.02	< 0.005	—	614
Paving	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.09	0.61	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	101	101	< 0.005	< 0.005	—	102
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.93	0.00	0.00	0.33	0.33	0.00	0.08	0.08	—	350	350	< 0.005	0.01	0.94	354
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	34.9	34.9	< 0.005	< 0.005	0.04	35.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.77	5.77	< 0.005	< 0.005	0.01	5.85
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	101	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.1	20.1	< 0.005	< 0.005	—	20.2
Architectural Coatings	—	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.33	3.33	< 0.005	< 0.005	—	3.34
Architectural Coatings	—	2.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.47	0.44	8.81	0.00	0.00	1.49	1.49	0.00	0.35	0.35	—	1,598	1,598	0.02	0.05	4.32	1,619
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.94	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	219	219	< 0.005	0.01	0.28	222
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.3	36.3	< 0.005	< 0.005	0.05	36.8
Vendor	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	0.00
Hauling	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	0.00

3.14. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	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
Architectural Coatings	—	24.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	3.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.47	0.44	8.81	0.00	0.00	1.49	1.49	0.00	0.35	0.35	—	1,598	1,598	0.02	0.05	4.32	1,619
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.94	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	219	219	< 0.005	0.01	0.28	222
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.3	36.3	< 0.005	< 0.005	0.05	36.8
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	6/18/2025	5.00	30.0	—
Building Construction	Building Construction	6/19/2025	4/19/2028	5.00	740	—
Paving	Paving	4/20/2028	6/14/2028	5.00	40.0	—
Architectural Coating	Architectural Coating	6/15/2028	8/30/2028	5.00	55.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	4.00	6.11	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	4.00	6.11	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	4.00	6.11	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	6.11	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	6.11	376	0.38

Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	4.00	6.11	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	27.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	572	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	84.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	25.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	114	18.5	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	27.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	572	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	84.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	25.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	114	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,704,321	568,107	0.00	0.00	59,964

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	45.0	0.00	—
Paving	0.00	0.00	0.00	0.00	22.9

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%

Parking Lot	22.9	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	0.03	< 0.005
2028	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Land Use	Land use values adjusted based on the site plan.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to site preparation, building construction, and paving phases.
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	11 S2 PA2 Commercial
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.743184, -116.235558
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Convenience Market with Gas Pumps	16.0	Pump	0.11	5,000	0.00	0.00	—	—

Fast Food Restaurant with Drive Thru	3.10	1000sqft	0.07	3,100	0.00	0.00	—	—
Automobile Care Center	5.00	1000sqft	0.11	5,000	0.00	0.00	—	—
Parking Lot	4.27	Acre	4.27	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.28	8.79	32.9	33.3	0.05	1.41	10.8	12.2	1.29	3.23	4.52	—	6,156	6,156	0.25	0.06	1.05	6,180
Mit.	0.67	8.67	2.97	33.0	0.05	0.11	10.8	10.9	0.11	3.23	3.34	—	6,156	6,156	0.25	0.06	1.05	6,180
% Reduced	84%	1%	91%	1%	—	92%	—	11%	91%	—	26%	—	> -0.5%	> -0.5%	—	—	—	> -0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.60	1.34	11.7	14.6	0.03	0.47	0.08	0.55	0.44	0.02	0.45	—	3,086	3,086	0.12	0.04	0.01	3,099
Mit.	0.27	0.27	1.41	15.9	0.03	0.05	0.08	0.13	0.05	0.02	0.07	—	2,775	2,775	0.11	0.03	0.01	2,788

% Reduced	83%	80%	88%	-9%	14%	89%	—	77%	88%	—	85%	—	10%	10%	10%	7%	—	10%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.82	0.80	6.03	7.31	0.01	0.25	0.33	0.57	0.23	0.10	0.32	—	1,522	1,522	0.06	0.02	0.09	1,529
Mit.	0.14	0.58	0.70	7.86	0.01	0.03	0.33	0.35	0.03	0.10	0.12	—	1,386	1,386	0.06	0.02	0.09	1,392
% Reduced	83%	27%	88%	-8%	13%	90%	—	39%	89%	—	62%	—	9%	9%	9%	6%	—	9%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.15	1.10	1.33	< 0.005	0.04	0.06	0.10	0.04	0.02	0.06	—	252	252	0.01	< 0.005	0.02	253
Mit.	0.03	0.11	0.13	1.44	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	229	229	0.01	< 0.005	0.02	231
% Reduced	83%	27%	88%	-8%	13%	90%	—	39%	89%	—	62%	—	9%	9%	9%	6%	—	9%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.28	3.60	32.9	33.3	0.05	1.41	10.8	12.2	1.29	3.23	4.52	—	6,156	6,156	0.25	0.06	1.03	6,180
2026	1.53	8.79	11.0	14.7	0.03	0.42	0.29	0.59	0.38	0.07	0.40	—	3,093	3,093	0.12	0.04	1.05	3,107
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.60	1.34	11.7	14.6	0.03	0.47	0.08	0.55	0.44	0.02	0.45	—	3,086	3,086	0.12	0.04	0.01	3,099
2026	1.53	1.28	11.0	14.5	0.03	0.42	0.08	0.49	0.38	0.02	0.40	—	3,084	3,084	0.12	0.04	0.01	3,097
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.82	0.68	6.03	7.31	0.01	0.25	0.33	0.57	0.23	0.10	0.32	—	1,522	1,522	0.06	0.02	0.09	1,529
2026	0.35	0.80	2.47	3.32	0.01	0.09	0.03	0.12	0.09	0.01	0.09	—	691	691	0.03	0.01	0.05	694
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.15	0.12	1.10	1.33	< 0.005	0.04	0.06	0.10	0.04	0.02	0.06	—	252	252	0.01	< 0.005	0.02	253
2026	0.06	0.15	0.45	0.61	< 0.005	0.02	0.01	0.02	0.02	< 0.005	0.02	—	114	114	< 0.005	< 0.005	0.01	115

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.67	0.66	2.97	33.0	0.05	0.11	10.8	10.9	0.11	3.23	3.34	—	6,156	6,156	0.25	0.06	1.03	6,180
2026	0.60	8.67	2.83	16.0	0.03	0.11	0.29	0.40	0.10	0.07	0.17	—	2,783	2,783	0.11	0.03	1.05	2,796
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	0.27	0.27	1.41	15.9	0.03	0.05	0.08	0.13	0.05	0.02	0.07	—	2,775	2,775	0.11	0.03	0.01	2,788
2026	0.27	0.27	1.40	15.8	0.03	0.05	0.08	0.13	0.05	0.02	0.07	—	2,773	2,773	0.11	0.03	0.01	2,786
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.14	0.14	0.70	7.86	0.01	0.03	0.33	0.35	0.03	0.10	0.12	—	1,386	1,386	0.06	0.02	0.09	1,392
2026	0.08	0.58	0.38	3.61	0.01	0.01	0.03	0.04	0.01	0.01	0.02	—	624	624	0.02	0.01	0.05	627
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.03	0.02	0.13	1.44	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	229	229	0.01	< 0.005	0.02	231
2026	0.01	0.11	0.07	0.66	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	103	103	< 0.005	< 0.005	0.01	104

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.16	3.50	32.8	31.4	0.05	1.41	—	1.41	1.29	—	1.29	—	5,859	5,859	0.24	0.05	—	5,879
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.90	0.86	< 0.005	0.04	—	0.04	0.04	—	0.04	—	161	161	0.01	< 0.005	—	161
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.10	1.91	0.00	0.00	5.70	5.70	0.00	0.60	0.60	—	297	297	0.01	0.01	1.03	301
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.15	0.15	0.00	0.02	0.02	—	7.40	7.40	< 0.005	< 0.005	0.01	7.50
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.03	0.03	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.24
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	0.55	2.87	31.1	0.05	0.11	—	0.11	0.11	—	0.11	—	5,859	5,859	0.24	0.05	—	5,879
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.08	0.85	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	161	161	0.01	< 0.005	—	161
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.10	1.91	0.00	0.00	5.70	5.70	0.00	0.60	0.60	—	297	297	0.01	0.01	1.03	301
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.15	0.15	0.00	0.02	0.02	—	7.40	7.40	< 0.005	< 0.005	0.01	7.50
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.03	0.03	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.24
Vendor	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	0.00
Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.32	11.6	14.3	0.03	0.47	—	0.47	0.44	—	0.44	—	2,961	2,961	0.12	0.02	—	2,971
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.32	11.6	14.3	0.03	0.47	—	0.47	0.44	—	0.44	—	2,961	2,961	0.12	0.02	—	2,971
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.09	6.26	0.01	0.21	—	0.21	0.19	—	0.19	—	1,298	1,298	0.05	0.01	—	1,302
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	1.14	< 0.005	0.04	—	0.04	0.03	—	0.03	—	215	215	0.01	< 0.005	—	216
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.43	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	66.9	66.9	< 0.005	< 0.005	0.23	67.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.9	67.9	< 0.005	0.01	0.19	70.9
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	56.9	56.9	< 0.005	< 0.005	0.01	57.6
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.0	68.0	< 0.005	0.01	< 0.005	70.8
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.7	26.7	< 0.005	< 0.005	0.04	27.0
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.8	29.8	< 0.005	< 0.005	0.04	31.0
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.41	4.41	< 0.005	< 0.005	0.01	4.47
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.93	4.93	< 0.005	< 0.005	0.01	5.14
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.25	0.25	1.30	15.6	0.02	0.05	—	0.05	0.05	—	0.05	—	2,650	2,650	0.11	0.02	—	2,659
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	1.30	15.6	0.02	0.05	—	0.05	0.05	—	0.05	—	2,650	2,650	0.11	0.02	—	2,659
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.11	0.57	6.83	0.01	0.02	—	0.02	0.02	—	0.02	—	1,161	1,161	0.05	0.01	—	1,165
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.10	1.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	192	192	0.01	< 0.005	—	193
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.43	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	66.9	66.9	< 0.005	< 0.005	0.23	67.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.9	67.9	< 0.005	0.01	0.19	70.9
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	56.9	56.9	< 0.005	< 0.005	0.01	57.6

Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.0	68.0	< 0.005	0.01	< 0.005	70.8
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.7	26.7	< 0.005	< 0.005	0.04	27.0
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.8	29.8	< 0.005	< 0.005	0.04	31.0
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.41	4.41	< 0.005	< 0.005	0.01	4.47
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.93	4.93	< 0.005	< 0.005	0.01	5.14
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	10.9	14.2	0.03	0.42	—	0.42	0.38	—	0.38	—	2,961	2,961	0.12	0.02	—	2,971
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	10.9	14.2	0.03	0.42	—	0.42	0.38	—	0.38	—	2,961	2,961	0.12	0.02	—	2,971
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.10	2.73	0.01	0.08	—	0.08	0.07	—	0.07	—	568	568	0.02	< 0.005	—	570
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.50	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.0	94.0	< 0.005	< 0.005	—	94.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.40	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	65.5	65.5	< 0.005	< 0.005	0.21	66.4
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	66.7	66.7	< 0.005	0.01	0.17	69.6
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.7	55.7	< 0.005	< 0.005	0.01	56.4
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	66.8	66.8	< 0.005	0.01	< 0.005	69.5
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.02	11.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.01	13.3
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.91

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.21
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	1.30	15.6	0.02	0.05	—	0.05	0.05	—	0.05	—	2,650	2,650	0.11	0.02	—	2,659
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	1.30	15.6	0.02	0.05	—	0.05	0.05	—	0.05	—	2,650	2,650	0.11	0.02	—	2,659
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.25	2.99	< 0.005	0.01	—	0.01	0.01	—	0.01	—	508	508	0.02	< 0.005	—	510
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	84.1	84.1	< 0.005	< 0.005	—	84.4
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.40	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	65.5	65.5	< 0.005	< 0.005	0.21	66.4
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	66.7	66.7	< 0.005	0.01	0.17	69.6
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.7	55.7	< 0.005	< 0.005	0.01	56.4
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	66.8	66.8	< 0.005	0.01	< 0.005	69.5
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.02	11.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.01	13.3
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.91
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.21
Hauling	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	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.04	0.87	7.31	10.1	0.02	0.30	—	0.30	0.27	—	0.27	—	1,914	1,914	0.08	0.02	—	1,920
Paving	—	0.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.30	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	78.7	78.7	< 0.005	< 0.005	—	78.9
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.0	13.0	< 0.005	< 0.005	—	13.1
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.11	1.99	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	327	327	0.01	0.01	1.05	332
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.2	12.2	< 0.005	< 0.005	0.02	12.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.03	2.03	< 0.005	< 0.005	< 0.005	2.05
Vendor	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	0.00
Hauling	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	0.00

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	0.43	2.73	12.1	0.02	0.11	—	0.11	0.10	—	0.10	—	1,914	1,914	0.08	0.02	—	1,920
Paving	—	0.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.11	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	78.7	78.7	< 0.005	< 0.005	—	78.9
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.0	13.0	< 0.005	< 0.005	—	13.1
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.11	1.99	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	327	327	0.01	0.01	1.05	332
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.2	12.2	< 0.005	< 0.005	0.02	12.4
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.03	2.03	< 0.005	< 0.005	< 0.005	2.05
Vendor	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	0.00
Hauling	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	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	8.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.04	13.3

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.66
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.11
Vendor	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	0.00
Hauling	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	0.00

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	8.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.04	13.3
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.66

Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.11
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	5/21/2025	5.00	10.0	—
Building Construction	Building Construction	5/22/2025	4/8/2026	5.00	230	—
Paving	Paving	4/9/2026	4/29/2026	5.00	15.0	—
Architectural Coating	Architectural Coating	4/30/2026	5/27/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	3.38	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backh	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	3.38	376	0.38
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Tractors/Loaders/Backh oes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Off-Highway Trucks	Diesel	Average	1.00	3.38	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	3.38	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	3.38	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38

Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	3.38	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	4.50	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.15	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.90	18.5	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	4.50	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.15	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	22.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.90	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	19,650	6,550	11,166

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	15.0	0.00	—
Paving	0.00	0.00	0.00	0.00	4.27

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Convenience Market with Gas Pumps	0.00	0%

Fast Food Restaurant with Drive Thru	0.00	0%
Automobile Care Center	0.00	0%
Parking Lot	4.27	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: Off-Road Equipment	Increased excavator hp based on project conditions. Water trucks added to site preparation, grading, building construction, and paving phases.
Land Use	Land uses updated based on site plan.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	12 S2 PA3 Commercial
Construction Start Date	5/8/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.740611, -116.235967
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Supermarket	49.5	1000sqft	1.14	49,500	0.00	0.00	—	—

Fast Food Restaurant with Drive Thru	5.00	1000sqft	0.11	5,000	0.00	0.00	—	—
Fast Food Restaurant with Drive Thru	4.00	1000sqft	0.09	4,000	0.00	0.00	—	—
Hotel	128	Room	4.27	185,856	0.00	0.00	—	—
Parking Lot	3.93	Acre	3.93	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.53	116	34.2	34.7	0.06	1.45	10.8	12.3	1.34	3.23	4.57	—	6,784	6,784	0.27	0.25	8.51	6,810
Mit.	1.30	13.8	5.32	36.1	0.06	0.14	10.8	10.9	0.14	3.23	3.35	—	6,784	6,784	0.27	0.25	8.51	6,811
% Reduced	71%	88%	84%	-4%	—	90%	—	11%	90%	—	27%	—	> -0.5%	> -0.5%	—	1%	—	> -0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	2.32	1.96	14.9	21.6	0.04	0.54	1.62	2.16	0.50	0.39	0.89	—	6,092	6,092	0.22	0.25	0.22	6,172
Mit.	1.17	1.03	5.46	21.3	0.04	0.14	1.62	1.76	0.14	0.39	0.53	—	5,781	5,781	0.21	0.25	0.22	5,860
% Reduced	50%	48%	63%	1%	9%	73%	—	18%	72%	—	40%	—	5%	5%	6%	1%	—	5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.18	7.20	7.69	11.1	0.02	0.29	1.12	1.41	0.27	0.30	0.56	—	2,901	2,901	0.10	0.11	1.58	2,937
Mit.	0.53	1.22	2.43	11.1	0.02	0.07	1.12	1.19	0.06	0.30	0.36	—	2,769	2,769	0.10	0.11	1.58	2,804
% Reduced	55%	83%	68%	< 0.5%	8%	77%	—	16%	76%	—	36%	—	5%	5%	5%	1%	—	5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.22	1.31	1.40	2.03	< 0.005	0.05	0.21	0.26	0.05	0.05	0.10	—	480	480	0.02	0.02	0.26	486
Mit.	0.10	0.22	0.44	2.02	< 0.005	0.01	0.21	0.22	0.01	0.05	0.07	—	458	458	0.02	0.02	0.26	464
% Reduced	55%	83%	68%	< 0.5%	8%	77%	—	16%	76%	—	36%	—	5%	5%	5%	1%	—	5%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	—	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	No	No	—	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	—	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	—	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	—	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	—	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.53	3.82	34.2	34.7	0.06	1.45	10.8	12.3	1.34	3.23	4.57	—	6,784	6,784	0.27	0.25	8.51	6,810
2026	2.31	116	13.9	24.8	0.04	0.48	1.62	2.10	0.44	0.39	0.83	—	6,254	6,254	0.22	0.25	7.80	6,341
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.32	1.96	14.9	21.6	0.04	0.54	1.62	2.16	0.50	0.39	0.89	—	6,092	6,092	0.22	0.25	0.22	6,172
2026	2.23	1.88	14.0	21.1	0.04	0.48	1.62	2.10	0.44	0.39	0.83	—	6,045	6,045	0.18	0.25	0.20	6,123
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.18	1.00	7.69	11.1	0.02	0.29	1.12	1.41	0.27	0.30	0.56	—	2,901	2,901	0.10	0.11	1.58	2,937
2026	0.99	7.20	6.11	9.75	0.02	0.21	0.67	0.88	0.20	0.16	0.36	—	2,616	2,616	0.08	0.10	1.38	2,649
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.22	0.18	1.40	2.03	< 0.005	0.05	0.21	0.26	0.05	0.05	0.10	—	480	480	0.02	0.02	0.26	486
2026	0.18	1.31	1.12	1.78	< 0.005	0.04	0.12	0.16	0.04	0.03	0.07	—	433	433	0.01	0.02	0.23	439

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.30	1.16	5.32	36.1	0.06	0.14	10.8	10.9	0.14	3.23	3.35	—	6,784	6,784	0.27	0.25	8.51	6,811
2026	1.22	13.8	5.05	24.7	0.04	0.14	1.62	1.76	0.13	0.39	0.53	—	5,944	5,944	0.20	0.25	7.80	6,030

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.17	1.03	5.46	21.3	0.04	0.14	1.62	1.76	0.14	0.39	0.53	—	5,781	5,781	0.21	0.25	0.22	5,860
2026	1.14	1.00	5.19	20.9	0.04	0.14	1.62	1.76	0.13	0.39	0.53	—	5,734	5,734	0.17	0.25	0.20	5,811
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.53	0.47	2.43	11.1	0.02	0.07	1.12	1.19	0.06	0.30	0.36	—	2,769	2,769	0.10	0.11	1.58	2,804
2026	0.50	1.22	2.20	9.83	0.02	0.06	0.67	0.73	0.06	0.16	0.22	—	2,486	2,486	0.07	0.10	1.38	2,518
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.09	0.44	2.02	< 0.005	0.01	0.21	0.22	0.01	0.05	0.07	—	458	458	0.02	0.02	0.26	464
2026	0.09	0.22	0.40	1.79	< 0.005	0.01	0.12	0.13	0.01	0.03	0.04	—	412	412	0.01	0.02	0.23	417

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.42	3.71	34.1	32.8	0.06	1.45	—	1.45	1.34	—	1.34	—	6,487	6,487	0.26	0.05	—	6,509
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.40	1.35	< 0.005	0.06	—	0.06	0.05	—	0.05	—	267	267	0.01	< 0.005	—	267
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.1	44.1	< 0.005	< 0.005	—	44.3
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.10	1.91	0.00	0.00	5.70	5.70	0.00	0.60	0.60	—	297	297	0.01	0.01	1.03	301
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.23	0.23	0.00	0.02	0.02	—	11.1	11.1	< 0.005	< 0.005	0.02	11.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.04	0.04	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.86
Vendor	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	0.00
Hauling	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	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.61	3.18	34.2	0.06	0.12	—	0.12	0.12	—	0.12	—	6,487	6,487	0.26	0.05	—	6,509
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.13	1.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	267	267	0.01	< 0.005	—	267

Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.1	44.1	< 0.005	< 0.005	—	44.3
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.10	1.91	0.00	0.00	5.70	5.70	0.00	0.60	0.60	—	297	297	0.01	0.01	1.03	301
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.23	0.23	0.00	0.02	0.02	—	11.1	11.1	< 0.005	< 0.005	0.02	11.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.04	0.04	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.86
Vendor	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	0.00

Hauling	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	0.00

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.82	1.53	12.9	15.7	0.03	0.52	—	0.52	0.48	—	0.48	—	3,589	3,589	0.15	0.03	—	3,601
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.82	1.53	12.9	15.7	0.03	0.52	—	0.52	0.48	—	0.48	—	3,589	3,589	0.15	0.03	—	3,601
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.65	5.47	6.66	0.01	0.22	—	0.22	0.20	—	0.20	—	1,524	1,524	0.06	0.01	—	1,529
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.00	1.22	< 0.005	0.04	—	0.04	0.04	—	0.04	—	252	252	0.01	< 0.005	—	253
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.51	0.51	9.31	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,451	1,451	0.06	0.05	5.02	1,471
Vendor	0.07	0.05	1.34	0.59	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,267	1,267	0.02	0.17	3.49	1,322
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.39	0.55	5.29	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,234	1,234	0.06	0.05	0.13	1,250
Vendor	0.06	0.04	1.44	0.61	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,269	1,269	0.02	0.17	0.09	1,320
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.22	2.81	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	560	560	0.02	0.02	0.92	568
Vendor	0.03	0.02	0.60	0.26	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	538	538	0.01	0.07	0.64	561
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.51	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	92.8	92.8	< 0.005	< 0.005	0.15	94.0
Vendor	< 0.005	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	89.1	89.1	< 0.005	0.01	0.11	92.8
Hauling	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	0.00

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.67	0.60	3.47	15.5	0.03	0.13	—	0.13	0.12	—	0.12	—	3,278	3,278	0.13	0.03	—	3,289
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.60	3.47	15.5	0.03	0.13	—	0.13	0.12	—	0.12	—	3,278	3,278	0.13	0.03	—	3,289
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	1.48	6.56	0.01	0.05	—	0.05	0.05	—	0.05	—	1,392	1,392	0.06	0.01	—	1,397
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.27	1.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	230	230	0.01	< 0.005	—	231
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.51	0.51	9.31	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,451	1,451	0.06	0.05	5.02	1,471
Vendor	0.07	0.05	1.34	0.59	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,267	1,267	0.02	0.17	3.49	1,322
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.39	0.55	5.29	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,234	1,234	0.06	0.05	0.13	1,250

Vendor	0.06	0.04	1.44	0.61	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,269	1,269	0.02	0.17	0.09	1,320
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.22	2.81	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	560	560	0.02	0.02	0.92	568
Vendor	0.03	0.02	0.60	0.26	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	538	538	0.01	0.07	0.64	561
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.51	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	92.8	92.8	< 0.005	< 0.005	0.15	94.0
Vendor	< 0.005	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	89.1	89.1	< 0.005	0.01	0.11	92.8
Hauling	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	0.00

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	12.1	15.6	0.03	0.46	—	0.46	0.42	—	0.42	—	3,590	3,590	0.15	0.03	—	3,602
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	12.1	15.6	0.03	0.46	—	0.46	0.42	—	0.42	—	3,590	3,590	0.15	0.03	—	3,602
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	0.58	4.82	6.21	0.01	0.18	—	0.18	0.17	—	0.17	—	1,426	1,426	0.06	0.01	—	1,431
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.88	1.13	< 0.005	0.03	—	0.03	0.03	—	0.03	—	236	236	0.01	< 0.005	—	237
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.44	0.47	8.66	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,420	1,420	0.05	0.05	4.54	1,440
Vendor	0.06	0.05	1.28	0.55	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,244	1,244	0.02	0.17	3.26	1,299
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.37	0.51	4.90	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,209	1,209	0.02	0.05	0.12	1,224
Vendor	0.06	0.04	1.38	0.57	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,246	1,246	0.02	0.17	0.08	1,297
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.18	2.44	0.00	0.00	0.50	0.50	0.00	0.12	0.12	—	513	513	0.01	0.02	0.78	520
Vendor	0.02	0.02	0.53	0.22	< 0.005	0.01	0.14	0.14	0.01	0.04	0.04	—	495	495	0.01	0.07	0.56	515
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.44	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	0.13	86.0

Vendor	< 0.005	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	81.9	81.9	< 0.005	0.01	0.09	85.3
Hauling	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	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.59	3.31	15.5	0.03	0.12	—	0.12	0.11	—	0.11	—	3,279	3,279	0.13	0.03	—	3,290
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.59	3.31	15.5	0.03	0.12	—	0.12	0.11	—	0.11	—	3,279	3,279	0.13	0.03	—	3,290
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.24	1.31	6.14	0.01	0.05	—	0.05	0.05	—	0.05	—	1,302	1,302	0.05	0.01	—	1,307
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.24	1.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	216	216	0.01	< 0.005	—	216
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.44	0.47	8.66	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,420	1,420	0.05	0.05	4.54	1,440
Vendor	0.06	0.05	1.28	0.55	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,244	1,244	0.02	0.17	3.26	1,299
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.37	0.51	4.90	0.00	0.00	1.28	1.28	0.00	0.30	0.30	—	1,209	1,209	0.02	0.05	0.12	1,224
Vendor	0.06	0.04	1.38	0.57	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,246	1,246	0.02	0.17	0.08	1,297
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.18	2.44	0.00	0.00	0.50	0.50	0.00	0.12	0.12	—	513	513	0.01	0.02	0.78	520
Vendor	0.02	0.02	0.53	0.22	< 0.005	0.01	0.14	0.14	0.01	0.04	0.04	—	495	495	0.01	0.07	0.56	515
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.44	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	0.13	86.0
Vendor	< 0.005	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	81.9	81.9	< 0.005	0.01	0.09	85.3
Hauling	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	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.38	1.16	9.40	12.6	0.02	0.40	—	0.40	0.37	—	0.37	—	2,703	2,703	0.11	0.02	—	2,713
Paving	—	0.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.51	0.69	< 0.005	0.02	—	0.02	0.02	—	0.02	—	148	148	0.01	< 0.005	—	149
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.55	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	254	254	0.01	0.01	0.81	258
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.02	12.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.10	2.10	< 0.005	< 0.005	< 0.005	2.13
Vendor	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	0.00
Hauling	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	0.00

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54	0.49	2.94	16.5	0.02	0.12	—	0.12	0.11	—	0.11	—	2,703	2,703	0.11	0.02	—	2,713
Paving	—	0.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.16	0.90	< 0.005	0.01	—	0.01	0.01	—	0.01	—	148	148	0.01	< 0.005	—	149
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.55	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	254	254	0.01	0.01	0.81	258
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.02	12.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.10	2.10	< 0.005	< 0.005	< 0.005	2.13
Vendor	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	0.00
Hauling	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	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	116	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	6.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	1.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.73	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	284	284	0.01	0.01	0.91	288

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.2	14.2	< 0.005	< 0.005	0.02	14.3
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	< 0.005	2.37
Vendor	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	0.00
Hauling	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	0.00

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	13.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.73	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	284	284	0.01	0.01	0.91	288
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.2	14.2	< 0.005	< 0.005	0.02	14.3

Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	< 0.005	2.37
Vendor	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	0.00
Hauling	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	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/8/2025	5/28/2025	5.00	15.0	—
Building Construction	Building Construction	5/29/2025	7/22/2026	5.00	300	—
Paving	Paving	7/23/2026	8/19/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	8/20/2026	9/16/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backh	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.16	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Electric	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	7.16	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	7.16	376	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	97.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	40.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	19.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	97.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	40.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	19.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	366,534	122,178	10,274

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	22.5	0.00	—
Paving	0.00	0.00	0.00	0.00	3.93

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Supermarket	0.00	0%
Fast Food Restaurant with Drive Thru	0.00	0%
Fast Food Restaurant with Drive Thru	0.00	0%
Hotel	0.00	0%
Parking Lot	3.93	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction schedule updated with information from the project applicant.
Construction: Off-Road Equipment	Excavator hp increased to reflect project conditions. Water trucks added to site preparation, building construction, and paving phases.
Construction: On-Road Fugitive Dust	Assuming 1% of travel occurs on unpaved roads during the site preparation and grading phrases to account for site conditions.

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CALEEMOD OPERATIONAL MODELING OUTPUTS

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Oasis at Indio Maximum Buildout Scenario Operations Custom Report

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5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oasis at Indio Maximum Buildout Scenario Operations
Operational Year	2033
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.741868, -116.242145
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	3,240	Dwelling Unit	17.9	3,110,400	0.00	0.00	10,465	—

Strip Mall	20.0	1000sqft	0.46	20,000	0.00	0.00	—	—
Unrefrigerated Warehouse-No Rail	860	1000sqft	19.7	859,610	0.00	0.00	—	Bldg 1 High Cube Non-Sort
Unrefrigerated Warehouse-No Rail	947	1000sqft	21.7	946,680	0.00	0.00	—	Bldg 2 High Cube Sort
Parking Lot	104	Acre	104	0.00	0.00	0.00	—	All paved areas
Industrial Park	10.6	1000sqft	2.44	10,629	0.00	0.00	—	IID Substation
City Park	17.1	Acre	17.1	0.00	744,395	0.00	—	Open space and landscaping

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-5	Design Water-Efficient Landscapes

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	126	231	250	904	3.11	9.54	175	185	9.31	45.0	54.3	2,474	402,767	405,241	263	27.3	418	420,365
Mit.	126	231	250	903	3.10	9.49	175	185	9.27	45.0	54.3	2,474	396,868	399,342	262	27.2	418	414,421
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	81.7	188	261	484	2.94	9.31	175	185	9.14	45.0	54.2	2,474	386,225	388,699	263	27.5	30.3	403,495
Mit.	81.6	188	261	484	2.94	9.27	175	184	9.10	45.0	54.1	2,474	380,325	382,799	263	27.4	30.3	397,552
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	1%	—	< 0.5%	—	2%	2%	< 0.5%	< 0.5%	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	95.0	203	212	635	2.72	5.78	174	180	5.58	44.8	50.4	2,474	334,098	336,572	262	27.2	192	351,405
Mit.	95.0	203	212	635	2.72	5.73	174	180	5.54	44.8	50.4	2,474	328,199	330,673	261	27.1	192	345,461
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	1%	—	< 0.5%	1%	—	< 0.5%	—	2%	2%	< 0.5%	< 0.5%	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	17.3	37.1	38.8	116	0.50	1.05	31.8	32.9	1.02	8.18	9.20	410	55,314	55,723	43.4	4.50	31.7	58,179
Mit.	17.3	37.1	38.7	116	0.50	1.05	31.8	32.9	1.01	8.18	9.19	410	54,337	54,747	43.2	4.48	31.7	57,195
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	1%	—	< 0.5%	1%	—	< 0.5%	—	2%	2%	< 0.5%	< 0.5%	—	2%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	No	—	—	—	—	—	—	—
Mit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	No	—	—	—	—	—	—	—

Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	No	—	—	—	—	—	—	—
Mit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	86.6	80.5	177	605	2.64	3.57	175	179	3.40	45.0	48.4	—	274,602	274,602	6.41	25.9	398	282,872
Area	36.7	149	50.7	285	0.32	4.14	—	4.14	4.08	—	4.08	0.00	62,219	62,219	1.19	0.12	—	62,285
Energy	2.65	1.32	23.2	13.7	0.14	1.83	—	1.83	1.83	—	1.83	—	65,489	65,489	7.46	0.65	—	65,870
Water	—	—	—	—	—	—	—	—	—	—	—	256	457	713	26.3	0.63	—	1,557
Waste	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Off-Road	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
Total	126	231	250	904	3.11	9.54	175	185	9.31	45.0	54.3	2,474	402,767	405,241	263	27.3	418	420,365
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	73.4	67.3	190	450	2.49	3.57	175	179	3.41	45.0	48.4	—	258,879	258,879	6.83	26.1	10.3	266,825
Area	5.66	120	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Energy	2.65	1.32	23.2	13.7	0.14	1.83	—	1.83	1.83	—	1.83	—	65,489	65,489	7.46	0.65	—	65,870
Water	—	—	—	—	—	—	—	—	—	—	—	256	457	713	26.3	0.63	—	1,557
Waste	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Off-Road	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
Total	81.7	188	261	484	2.94	9.31	175	185	9.14	45.0	54.2	2,474	386,225	388,699	263	27.5	30.3	403,495
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	76.7	70.7	185	490	2.55	3.57	174	178	3.40	44.8	48.2	—	265,048	265,048	6.53	25.9	172	273,099
Area	15.7	131	4.48	132	0.03	0.38	—	0.38	0.35	—	0.35	0.00	4,610	4,610	0.10	0.01	—	4,616
Energy	2.65	1.32	23.2	13.7	0.14	1.83	—	1.83	1.83	—	1.83	—	63,984	63,984	7.26	0.63	—	64,352
Water	—	—	—	—	—	—	—	—	—	—	—	256	457	713	26.3	0.63	—	1,557
Waste	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Off-Road	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
Total	95.0	203	212	635	2.72	5.78	174	180	5.58	44.8	50.4	2,474	334,098	336,572	262	27.2	192	351,405
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	14.0	12.9	33.7	89.4	0.46	0.65	31.8	32.5	0.62	8.18	8.80	—	43,882	43,882	1.08	4.29	28.4	45,215
Area	2.86	24.0	0.82	24.1	0.01	0.07	—	0.07	0.06	—	0.06	0.00	763	763	0.02	< 0.005	—	764
Energy	0.48	0.24	4.23	2.50	0.03	0.33	—	0.33	0.33	—	0.33	—	10,593	10,593	1.20	0.10	—	10,654
Water	—	—	—	—	—	—	—	—	—	—	—	42.3	75.7	118	4.35	0.10	—	258
Waste	—	—	—	—	—	—	—	—	—	—	—	367	0.00	367	36.7	0.00	—	1,285
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.32	3.32
Off-Road	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
Total	17.3	37.1	38.8	116	0.50	1.05	31.8	32.9	1.02	8.18	9.20	410	55,314	55,723	43.4	4.50	31.7	58,179

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	86.6	80.5	177	605	2.64	3.57	175	179	3.40	45.0	48.4	—	274,602	274,602	6.41	25.9	398	282,872
Area	36.7	149	50.7	285	0.32	4.14	—	4.14	4.08	—	4.08	0.00	62,219	62,219	1.19	0.12	—	62,285
Energy	2.58	1.29	22.6	13.5	0.14	1.78	—	1.78	1.78	—	1.78	—	59,608	59,608	6.71	0.57	—	59,944
Water	—	—	—	—	—	—	—	—	—	—	—	256	439	695	26.3	0.63	—	1,539
Waste	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Off-Road	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
Total	126	231	250	903	3.10	9.49	175	185	9.27	45.0	54.3	2,474	396,868	399,342	262	27.2	418	414,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	73.4	67.3	190	450	2.49	3.57	175	179	3.41	45.0	48.4	—	258,879	258,879	6.83	26.1	10.3	266,825
Area	5.66	120	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Energy	2.58	1.29	22.6	13.5	0.14	1.78	—	1.78	1.78	—	1.78	—	59,608	59,608	6.71	0.57	—	59,944
Water	—	—	—	—	—	—	—	—	—	—	—	256	439	695	26.3	0.63	—	1,539
Waste	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Off-Road	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
Total	81.6	188	261	484	2.94	9.27	175	184	9.10	45.0	54.1	2,474	380,325	382,799	263	27.4	30.3	397,552
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	76.7	70.7	185	490	2.55	3.57	174	178	3.40	44.8	48.2	—	265,048	265,048	6.53	25.9	172	273,099
Area	15.7	131	4.48	132	0.03	0.38	—	0.38	0.35	—	0.35	0.00	4,610	4,610	0.10	0.01	—	4,616
Energy	2.58	1.29	22.6	13.5	0.14	1.78	—	1.78	1.78	—	1.78	—	58,102	58,102	6.51	0.54	—	58,426
Water	—	—	—	—	—	—	—	—	—	—	—	256	439	695	26.3	0.63	—	1,539
Waste	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Off-Road	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
Total	95.0	203	212	635	2.72	5.73	174	180	5.54	44.8	50.4	2,474	328,199	330,673	261	27.1	192	345,461
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	14.0	12.9	33.7	89.4	0.46	0.65	31.8	32.5	0.62	8.18	8.80	—	43,882	43,882	1.08	4.29	28.4	45,215
Area	2.86	24.0	0.82	24.1	0.01	0.07	—	0.07	0.06	—	0.06	0.00	763	763	0.02	< 0.005	—	764
Energy	0.47	0.24	4.13	2.46	0.03	0.33	—	0.33	0.33	—	0.33	—	9,620	9,620	1.08	0.09	—	9,673
Water	—	—	—	—	—	—	—	—	—	—	—	42.3	72.7	115	4.35	0.10	—	255
Waste	—	—	—	—	—	—	—	—	—	—	—	367	0.00	367	36.7	0.00	—	1,285
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.32	3.32
Off-Road	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
Total	17.3	37.1	38.7	116	0.50	1.05	31.8	32.9	1.01	8.18	9.19	410	54,337	54,747	43.2	4.48	31.7	57,195

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	58.8	55.8	37.4	342	0.79	0.49	71.3	71.8	0.46	18.1	18.5	—	80,772	80,772	3.61	4.11	111	82,197
Strip Mall	4.28	3.73	5.36	63.6	0.19	0.11	17.5	17.6	0.10	4.44	4.54	—	19,013	19,013	0.49	0.73	27.3	19,269

Unrefrigerated Warehou Rail	23.5	21.0	134	198	1.67	2.97	86.4	89.4	2.84	22.5	25.3	—	174,778	174,778	2.31	21.0	259	181,367
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.13	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	38.7	38.7	< 0.005	< 0.005	0.06	39.3
City Park	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	0.00
Total	86.6	80.5	177	605	2.64	3.57	175	179	3.40	45.0	48.4	—	274,602	274,602	6.41	25.9	398	282,872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	49.2	46.1	40.2	260	0.70	0.49	71.3	71.8	0.47	18.1	18.5	—	72,153	72,153	3.93	4.19	2.88	73,503
Strip Mall	3.74	3.20	5.86	41.0	0.16	0.11	17.5	17.6	0.10	4.44	4.54	—	16,885	16,885	0.49	0.75	0.71	17,120
Unrefrigerated Warehouse-No Rail	20.4	18.0	144	148	1.62	2.97	86.4	89.4	2.84	22.5	25.3	—	169,807	169,807	2.40	21.1	6.72	176,166
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	34.4	34.4	< 0.005	< 0.005	< 0.005	34.9
City Park	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	0.00
Total	73.4	67.3	190	450	2.49	3.57	175	179	3.41	45.0	48.4	—	258,879	258,879	6.83	26.1	10.3	266,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	9.42	8.86	7.01	50.9	0.13	0.09	12.9	13.0	0.08	3.28	3.37	—	12,506	12,506	0.61	0.68	7.95	12,731
Strip Mall	0.71	0.61	1.03	8.84	0.03	0.02	3.18	3.20	0.02	0.81	0.82	—	2,934	2,934	0.08	0.12	1.95	2,975

Unrefrigerated	3.87	3.42	25.7	29.6	0.30	0.54	15.7	16.2	0.52	4.09	4.61	—	28,436	28,436	0.39	3.49	18.5	29,503
Parking Lot	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	0.00
Industrial Park	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	5.98	5.98	< 0.005	< 0.005	< 0.005	6.06
City Park	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	0.00
Total	14.0	12.9	33.7	89.4	0.46	0.65	31.8	32.5	0.62	8.18	8.80	—	43,882	43,882	1.08	4.29	28.4	45,215

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	58.8	55.8	37.4	342	0.79	0.49	71.3	71.8	0.46	18.1	18.5	—	80,772	80,772	3.61	4.11	111	82,197
Strip Mall	4.28	3.73	5.36	63.6	0.19	0.11	17.5	17.6	0.10	4.44	4.54	—	19,013	19,013	0.49	0.73	27.3	19,269
Unrefrigerated Warehouse-No Rail	23.5	21.0	134	198	1.67	2.97	86.4	89.4	2.84	22.5	25.3	—	174,778	174,778	2.31	21.0	259	181,367
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.13	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	38.7	38.7	< 0.005	< 0.005	0.06	39.3
City Park	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	0.00
Total	86.6	80.5	177	605	2.64	3.57	175	179	3.40	45.0	48.4	—	274,602	274,602	6.41	25.9	398	282,872

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	49.2	46.1	40.2	260	0.70	0.49	71.3	71.8	0.47	18.1	18.5	—	72,153	72,153	3.93	4.19	2.88	73,503
Strip Mall	3.74	3.20	5.86	41.0	0.16	0.11	17.5	17.6	0.10	4.44	4.54	—	16,885	16,885	0.49	0.75	0.71	17,120
Unrefrigerated Warehouse-No Rail	20.4	18.0	144	148	1.62	2.97	86.4	89.4	2.84	22.5	25.3	—	169,807	169,807	2.40	21.1	6.72	176,166
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	34.4	34.4	< 0.005	< 0.005	< 0.005	34.9
City Park	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	0.00
Total	73.4	67.3	190	450	2.49	3.57	175	179	3.41	45.0	48.4	—	258,879	258,879	6.83	26.1	10.3	266,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	9.42	8.86	7.01	50.9	0.13	0.09	12.9	13.0	0.08	3.28	3.37	—	12,506	12,506	0.61	0.68	7.95	12,731
Strip Mall	0.71	0.61	1.03	8.84	0.03	0.02	3.18	3.20	0.02	0.81	0.82	—	2,934	2,934	0.08	0.12	1.95	2,975
Unrefrigerated Warehouse-No Rail	3.87	3.42	25.7	29.6	0.30	0.54	15.7	16.2	0.52	4.09	4.61	—	28,436	28,436	0.39	3.49	18.5	29,503
Parking Lot	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	0.00
Industrial Park	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	5.98	5.98	< 0.005	< 0.005	< 0.005	6.06
City Park	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	0.00
Total	14.0	12.9	33.7	89.4	0.46	0.65	31.8	32.5	0.62	8.18	8.80	—	43,882	43,882	1.08	4.29	28.4	45,215

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	14,982	14,982	2.01	0.24	—	15,105
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	200	200	0.03	< 0.005	—	201
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,681	13,681	1.83	0.22	—	13,793
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,680	2,680	0.36	0.04	—	2,702
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	36,776	36,776	4.92	0.60	—	37,077
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	14,982	14,982	2.01	0.24	—	15,105
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	200	200	0.03	< 0.005	—	201

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,681	13,681	1.83	0.22	—	13,793
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,680	2,680	0.36	0.04	—	2,702
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefine d	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	36,776	36,776	4.92	0.60	—	37,077
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2,480	2,480	0.33	0.04	—	2,501
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	33.1	33.1	< 0.005	< 0.005	—	33.3
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,265	2,265	0.30	0.04	—	2,284
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	444	444	0.06	0.01	—	447
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefine d	—	—	—	—	—	—	—	—	—	—	—	—	617	617	0.08	0.01	—	622
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,839	5,839	0.78	0.09	—	5,887

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10,021	10,021	1.34	0.16	—	10,103
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	127	127	0.02	< 0.005	—	128
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,551	13,551	1.81	0.22	—	13,662
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,680	2,680	0.36	0.04	—	2,702
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	31,613	31,613	4.23	0.51	—	31,872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10,021	10,021	1.34	0.16	—	10,103
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	127	127	0.02	< 0.005	—	128
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,551	13,551	1.81	0.22	—	13,662

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,680	2,680	0.36	0.04	—	2,702
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	31,613	31,613	4.23	0.51	—	31,872
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.22	0.03	—	1,673
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	21.0	21.0	< 0.005	< 0.005	—	21.1
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,244	2,244	0.30	0.04	—	2,262
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	444	444	0.06	0.01	—	447
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	617	617	0.08	0.01	—	622
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,985	4,985	0.67	0.08	—	5,025

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.62	0.81	13.9	5.91	0.09	1.12	—	1.12	1.12	—	1.12	—	17,621	17,621	1.56	0.03	—	17,670
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43.0	43.0	< 0.005	< 0.005	—	43.1
Unrefrigerated Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,049	11,049	0.98	0.02	—	11,079
Parking Lot	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
Industrial Park	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
City Park	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
Total	2.65	1.32	23.2	13.7	0.14	1.83	—	1.83	1.83	—	1.83	—	28,713	28,713	2.54	0.05	—	28,793
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.62	0.81	13.9	5.91	0.09	1.12	—	1.12	1.12	—	1.12	—	17,621	17,621	1.56	0.03	—	17,670
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43.0	43.0	< 0.005	< 0.005	—	43.1
Unrefrigerated Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,049	11,049	0.98	0.02	—	11,079
Parking Lot	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
Industrial Park	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
City Park	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

Total	2.65	1.32	23.2	13.7	0.14	1.83	—	1.83	1.83	—	1.83	—	28,713	28,713	2.54	0.05	—	28,793
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.30	0.15	2.53	1.08	0.02	0.20	—	0.20	0.20	—	0.20	—	2,917	2,917	0.26	0.01	—	2,926
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.12	7.12	< 0.005	< 0.005	—	7.14
Unrefrigerated Warehouse-No Rail	0.19	0.09	1.69	1.42	0.01	0.13	—	0.13	0.13	—	0.13	—	1,829	1,829	0.16	< 0.005	—	1,834
Parking Lot	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
Industrial Park	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
City Park	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
Total	0.48	0.24	4.23	2.50	0.03	0.33	—	0.33	0.33	—	0.33	—	4,754	4,754	0.42	0.01	—	4,767

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.56	0.78	13.3	5.67	0.09	1.08	—	1.08	1.08	—	1.08	—	16,905	16,905	1.50	0.03	—	16,952
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.6	42.6	< 0.005	< 0.005	—	42.7
Unrefrigerated Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,047	11,047	0.98	0.02	—	11,078

Parking Lot	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
Industrial Park	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
City Park	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
Total	2.58	1.29	22.6	13.5	0.14	1.78	—	1.78	1.78	—	1.78	—	27,995	27,995	2.48	0.05	—	28,073
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.56	0.78	13.3	5.67	0.09	1.08	—	1.08	1.08	—	1.08	—	16,905	16,905	1.50	0.03	—	16,952
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.6	42.6	< 0.005	< 0.005	—	42.7
Unrefrigerated Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,047	11,047	0.98	0.02	—	11,078
Parking Lot	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
Industrial Park	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
City Park	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
Total	2.58	1.29	22.6	13.5	0.14	1.78	—	1.78	1.78	—	1.78	—	27,995	27,995	2.48	0.05	—	28,073
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.28	0.14	2.43	1.03	0.02	0.20	—	0.20	0.20	—	0.20	—	2,799	2,799	0.25	0.01	—	2,807
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.06	7.06	< 0.005	< 0.005	—	7.07
Unrefrigerated Warehouse-No Rail	0.19	0.09	1.69	1.42	0.01	0.13	—	0.13	0.13	—	0.13	—	1,829	1,829	0.16	< 0.005	—	1,834

Parking Lot	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
Industrial Park	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
City Park	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
Total	0.47	0.24	4.13	2.46	0.03	0.33	—	0.33	0.33	—	0.33	—	4,635	4,635	0.41	0.01	—	4,648

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.66	2.83	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Consumer Products	—	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	31.0	29.0	2.37	265	0.01	0.22	—	0.22	0.17	—	0.17	—	820	820	0.03	0.01	—	823
Total	36.7	149	50.7	285	0.32	4.14	—	4.14	4.08	—	4.08	0.00	62,219	62,219	1.19	0.12	—	62,285
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.66	2.83	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462

Consumer Products	—	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.66	120	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.07	0.04	0.60	0.26	< 0.005	0.05	—	0.05	0.05	—	0.05	0.00	696	696	0.01	< 0.005	—	697
Consumer Products	—	19.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.79	2.61	0.21	23.8	< 0.005	0.02	—	0.02	0.02	—	0.02	—	66.9	66.9	< 0.005	< 0.005	—	67.2
Total	2.86	24.0	0.82	24.1	0.01	0.07	—	0.07	0.06	—	0.06	0.00	763	763	0.02	< 0.005	—	764

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.66	2.83	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Consumer Products	—	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	31.0	29.0	2.37	265	0.01	0.22	—	0.22	0.17	—	0.17	—	820	820	0.03	0.01	—	823
Total	36.7	149	50.7	285	0.32	4.14	—	4.14	4.08	—	4.08	0.00	62,219	62,219	1.19	0.12	—	62,285
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.66	2.83	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Consumer Products	—	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.66	120	48.4	20.6	0.31	3.91	—	3.91	3.91	—	3.91	0.00	61,399	61,399	1.16	0.12	—	61,462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.07	0.04	0.60	0.26	< 0.005	0.05	—	0.05	0.05	—	0.05	0.00	696	696	0.01	< 0.005	—	697
Consumer Products	—	19.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.79	2.61	0.21	23.8	< 0.005	0.02	—	0.02	0.02	—	0.02	—	66.9	66.9	< 0.005	< 0.005	—	67.2
Total	2.86	24.0	0.82	24.1	0.01	0.07	—	0.07	0.06	—	0.06	0.00	763	763	0.02	< 0.005	—	764

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	253	422	674	26.0	0.62	—	1,508
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.84	4.74	7.58	0.29	0.01	—	17.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	30.4	30.4	< 0.005	< 0.005	—	30.6
Total	—	—	—	—	—	—	—	—	—	—	—	256	457	713	26.3	0.63	—	1,557
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	253	422	674	26.0	0.62	—	1,508
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.84	4.74	7.58	0.29	0.01	—	17.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	30.4	30.4	< 0.005	< 0.005	—	30.6
Total	—	—	—	—	—	—	—	—	—	—	—	256	457	713	26.3	0.63	—	1,557
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	41.8	69.8	112	4.30	0.10	—	250
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.47	0.78	1.25	0.05	< 0.005	—	2.81
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.03	0.06	0.09	< 0.005	< 0.005	—	0.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.03	5.03	< 0.005	< 0.005	—	5.07
Total	—	—	—	—	—	—	—	—	—	—	—	42.3	75.7	118	4.35	0.10	—	258

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	253	422	674	26.0	0.62	—	1,508
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.84	4.74	7.58	0.29	0.01	—	17.0

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4
Total	—	—	—	—	—	—	—	—	—	—	—	256	439	695	26.3	0.63	—	1,539
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	253	422	674	26.0	0.62	—	1,508
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.84	4.74	7.58	0.29	0.01	—	17.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4
Total	—	—	—	—	—	—	—	—	—	—	—	256	439	695	26.3	0.63	—	1,539
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	41.8	69.8	112	4.30	0.10	—	250
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.47	0.78	1.25	0.05	< 0.005	—	2.81

Unrefrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	—	0.03	0.06	0.09	< 0.005	< 0.005	—	0.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	2.04	2.04	< 0.005	< 0.005	—	2.06
Total	—	—	—	—	—	—	—	—	—	—	—	42.3	72.7	115	4.35	0.10	—	255

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,291	0.00	1,291	129	0.00	—	4,517
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	11.3	0.00	11.3	1.13	0.00	—	39.6
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,291	0.00	1,291	129	0.00	—	4,517
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	11.3	0.00	11.3	1.13	0.00	—	39.6
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	214	0.00	214	21.4	0.00	—	748
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.87	0.00	1.87	0.19	0.00	—	6.56
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	152	0.00	152	15.1	0.00	—	530
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

City Park	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Total	—	—	—	—	—	—	—	—	—	—	—	367	0.00	367	36.7	0.00	—	1,285

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,291	0.00	1,291	129	0.00	—	4,517
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	11.3	0.00	11.3	1.13	0.00	—	39.6
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,291	0.00	1,291	129	0.00	—	4,517
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	11.3	0.00	11.3	1.13	0.00	—	39.6

Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	2,218	0.00	2,218	222	0.00	—	7,761
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	214	0.00	214	21.4	0.00	—	748
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.87	0.00	1.87	0.19	0.00	—	6.56
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	152	0.00	152	15.1	0.00	—	530
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Total	—	—	—	—	—	—	—	—	—	—	—	367	0.00	367	36.7	0.00	—	1,285

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.9	19.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.9	19.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.30	3.30
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.32	3.32

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.9	19.9

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.9	19.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	20.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.30	3.30
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.32	3.32

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Forklifts	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	21,838	21,838	21,838	7,970,869	100,761	100,761	100,761	36,777,592
Strip Mall	1,089	1,089	1,089	397,485	24,740	24,740	24,740	9,029,952
Unrefrigerated Warehouse-No Rail	6,967	6,967	6,967	2,542,956	53,925	53,925	53,925	19,682,476
Unrefrigerated Warehouse-No Rail	1,720	1,720	1,720	627,722	56,065	56,065	56,065	20,463,736
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Park	2.00	2.00	2.00	730	50.5	50.5	50.5	18,418
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	21,838	21,838	21,838	7,970,869	100,761	100,761	100,761	36,777,592
Strip Mall	1,089	1,089	1,089	397,485	24,740	24,740	24,740	9,029,952
Unrefrigerated Warehouse-No Rail	6,967	6,967	6,967	2,542,956	53,925	53,925	53,925	19,682,476
Unrefrigerated Warehouse-No Rail	1,720	1,720	1,720	627,722	56,065	56,065	56,065	20,463,736
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Park	2.00	2.00	2.00	730	50.5	50.5	50.5	18,418
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	2916
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	324
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	2916
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	324
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
6298560	2,099,520	2,755,379	918,460	271,814

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	22,183,601	247	0.0330	0.0040	54,983,522
Strip Mall	295,681	247	0.0330	0.0040	134,255
Unrefrigerated Warehouse-No Rail	9,640,023	247	0.0330	0.0040	16,406,766

Unrefrigerated Warehouse-No Rail	10,616,462	247	0.0330	0.0040	18,068,609
Parking Lot	3,968,490	247	0.0330	0.0040	0.00
Industrial Park	0.00	247	0.0330	0.0040	0.00
City Park	0.00	247	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	14,837,952	247	0.0330	0.0040	52,748,706
Strip Mall	187,609	247	0.0330	0.0040	132,965
Unrefrigerated Warehouse-No Rail	9,549,050	247	0.0330	0.0040	16,404,414
Unrefrigerated Warehouse-No Rail	10,516,275	247	0.0330	0.0040	18,066,019
Parking Lot	3,968,490	247	0.0330	0.0040	0.00
Industrial Park	0.00	247	0.0330	0.0040	0.00
City Park	0.00	247	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	131,783,031	0.00
Strip Mall	1,481,450	0.00
Unrefrigerated Warehouse-No Rail	49,499	0.00
Unrefrigerated Warehouse-No Rail	54,513	0.00
Parking Lot	0.00	0.00

Industrial Park	0.00	0.00
City Park	0.00	13,969,029

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	131,783,031	0.00
Strip Mall	1,481,450	0.00
Unrefrigerated Warehouse-No Rail	49,499	0.00
Unrefrigerated Warehouse-No Rail	54,513	0.00
Parking Lot	0.00	0.00
Industrial Park	0.00	0.00
City Park	0.00	5,678,717

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	2,396	—
Strip Mall	21.0	—
Unrefrigerated Warehouse-No Rail	808	—
Unrefrigerated Warehouse-No Rail	890	—
Parking Lot	0.00	—
Industrial Park	0.00	—
City Park	1.47	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	2,396	—
Strip Mall	21.0	—
Unrefrigerated Warehouse-No Rail	808	—
Unrefrigerated Warehouse-No Rail	890	—
Parking Lot	0.00	—
Industrial Park	0.00	—
City Park	1.47	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	750	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	750	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	217	8.00	82.0	0.20

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	217	8.00	82.0	0.20

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

8. User Changes to Default Data

Screen	Justification
Land Use	Land use information updated based on information from the site plan. Lot acreage is based on building footprint for residential and industrial land uses. All hardscaped surfaces are modeled as the Parking Lot land use. Landscaped surfaces are modeled as the City Park land use. The Industrial Park land use was chosen to model the substation because of the 50,000 square foot size limit for the General Light Industry land use type.
Operations: Vehicle Data	Trip rates and purpose percentages adjusted based on traffic report. Default trip rate for the Industrial Park land use decreased to reflect substation operations and default trip rates for City Park decreased to zero to reflect operations for landscaped area. Trip length for residential and warehouse office land uses adjusted based on VMT memo. Trip length for warehouses adjusted based on SCAQMD data. Passenger car trips for both warehouses were assigned to the 859,610 square foot non-sort warehouse. Truck trips for both warehouses were assigned to the 946,680 square foot sort warehouse.
Operations: Fleet Mix	Warehouse fleet mix updated based on traffic report. Passenger car trips for both warehouses were assigned to the 859,610 square foot non-sort warehouse. Truck trips for both warehouses were assigned to the 946,680 square foot sort warehouse.
Operations: Hearths	Wood stoves and fireplaces were removed due to SCAQMD Rule 445 and the number of gas fireplaces were increased to reflect project conditions.
Operations: Energy Use	Industrial Park land use energy consumption defaults decreased to 0 to reflect the operation of the substation.
Operations: Water and Waste Water	Industrial Park land use water consumption defaults decreased to 0 to reflect the operation of the substation. Indoor water use for warehouse land uses decreased based on water usage rates of indoor water fixtures compliant with CALGreen and the number of employees.
Operations: Solid Waste	Industrial Park land use waste generation defaults decreased to 0 to reflect the operation of the substation.

Operations: Refrigerants	GWP decreased according to requirements in California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10 Climate Change, Article 4. Industrial Park (substation) refrigerants deleted to reflect the operation of the substation. City Park (landscaping) refrigerants deleted to reflect operation of landscaped area.

Oasis at Indio Scenario 2 Operations Custom Report

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4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oasis at Indio Scenario 2 Operations
Operational Year	2033
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	7.60
Location	33.741868, -116.242145
County	Riverside-Salton Sea
City	Indio
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5657
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	1,237	Dwelling Unit	15.1	1,311,220	0.00	0.00	3,996	—

Fast Food Restaurant with Drive Thru	12.1	1000sqft	0.28	12,100	0.00	0.00	—	—
Supermarket	49.5	1000sqft	1.14	49,500	0.00	0.00	—	—
Hotel	128	Room	4.27	185,856	0.00	0.00	—	—
Convenience Market with Gas Pumps	16.0	Pump	0.05	5,000	0.00	0.00	—	—
Automobile Care Center	5.00	1000sqft	0.11	5,000	0.00	0.00	—	Carwash
Unrefrigerated Warehouse-No Rail	860	1000sqft	19.7	859,610	0.00	0.00	—	Bldg 1 High Cube Non-Sort
Unrefrigerated Warehouse-No Rail	947	1000sqft	21.7	946,680	0.00	0.00	—	Bldg 2 High Cube Sort
Parking Lot	101	Acre	101	0.00	0.00	0.00	—	All paved areas
Industrial Park	10.6	1000sqft	2.44	10,629	0.00	0.00	—	IID Substation
City Park	17.1	Acre	17.1	0.00	744,395	0.00	—	Open space and landscaping

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-5	Design Water-Efficient Landscapes

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	125	194	236	1,073	3.75	7.08	259	266	6.83	66.3	73.1	1,809	440,350	442,159	196	30.0	2,116	458,100
Mit.	125	194	235	1,073	3.75	7.06	259	266	6.81	66.3	73.1	1,809	437,226	439,035	196	29.9	2,116	454,952
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	88.2	159	250	647	3.49	6.89	259	266	6.69	66.3	73.0	1,809	413,830	415,639	196	30.2	1,602	431,157
Mit.	88.2	159	249	646	3.49	6.87	259	266	6.67	66.3	73.0	1,809	410,706	412,515	196	30.2	1,602	428,010
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	101	172	227	797	3.49	5.59	258	263	5.37	66.0	71.4	1,809	400,977	402,786	195	30.0	1,816	418,412
Mit.	101	172	227	797	3.48	5.57	258	263	5.35	66.0	71.3	1,809	397,853	399,662	195	29.9	1,816	415,265
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.4	31.3	41.5	145	0.64	1.02	47.1	48.1	0.98	12.0	13.0	299	66,386	66,686	32.4	4.96	301	69,273
Mit.	18.4	31.3	41.4	145	0.64	1.02	47.1	48.1	0.98	12.0	13.0	299	65,869	66,169	32.3	4.95	301	68,752
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	—	1%

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	Yes	—	—	—	—	—	—	—
Mit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	Yes	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	Yes	—	—	—	—	—	—	—
Mit.	—	Yes	Yes	Yes	No	—	—	Yes	—	—	Yes	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	98.4	89.8	199	893	3.52	4.07	259	263	3.88	66.3	70.2	—	364,790	364,790	8.40	29.1	528	374,189
Area	24.6	103	19.9	169	0.13	1.68	—	1.68	1.64	—	1.64	0.00	24,000	24,000	0.46	0.05	—	24,026
Energy	1.91	0.95	17.0	12.1	0.10	1.32	—	1.32	1.32	—	1.32	—	51,325	51,325	5.93	0.54	—	51,633
Water	—	—	—	—	—	—	—	—	—	—	—	123	235	358	12.6	0.30	—	764
Waste	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Off-Road	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
Total	125	194	236	1,073	3.75	7.08	259	266	6.83	66.3	73.1	1,809	440,350	442,159	196	30.0	2,116	458,100

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	84.2	75.7	214	627	3.27	4.08	259	263	3.88	66.3	70.2	—	338,829	338,829	8.77	29.3	13.7	347,807
Area	2.16	82.2	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Energy	1.91	0.95	17.0	12.1	0.10	1.32	—	1.32	1.32	—	1.32	—	51,325	51,325	5.93	0.54	—	51,633
Water	—	—	—	—	—	—	—	—	—	—	—	123	235	358	12.6	0.30	—	764
Waste	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Off-Road	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
Total	88.2	159	250	647	3.49	6.89	259	266	6.69	66.3	73.0	1,809	413,830	415,639	196	30.2	1,602	431,157
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	87.8	79.3	208	705	3.37	4.07	258	262	3.88	66.0	69.9	—	349,041	349,041	8.48	29.1	228	358,162
Area	11.2	91.5	1.96	79.8	0.01	0.20	—	0.20	0.17	—	0.17	0.00	1,881	1,881	0.04	0.01	—	1,884
Energy	1.91	0.95	17.0	12.1	0.10	1.32	—	1.32	1.32	—	1.32	—	49,819	49,819	5.73	0.51	—	50,115
Water	—	—	—	—	—	—	—	—	—	—	—	123	235	358	12.6	0.30	—	764
Waste	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Off-Road	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
Total	101	172	227	797	3.49	5.59	258	263	5.37	66.0	71.4	1,809	400,977	402,786	195	30.0	1,816	418,412
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.0	14.5	38.0	129	0.61	0.74	47.1	47.8	0.71	12.0	12.7	—	57,788	57,788	1.40	4.82	37.7	59,298
Area	2.05	16.7	0.36	14.6	< 0.005	0.04	—	0.04	0.03	—	0.03	0.00	311	311	0.01	< 0.005	—	312
Energy	0.35	0.17	3.10	2.20	0.02	0.24	—	0.24	0.24	—	0.24	—	8,248	8,248	0.95	0.08	—	8,297
Water	—	—	—	—	—	—	—	—	—	—	—	20.3	39.0	59.3	2.09	0.05	—	126
Waste	—	—	—	—	—	—	—	—	—	—	—	279	0.00	279	27.9	0.00	—	977
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	263	263
Off-Road	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

Total	18.4	31.3	41.5	145	0.64	1.02	47.1	48.1	0.98	12.0	13.0	299	66,386	66,686	32.4	4.96	301	69,273

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	98.4	89.8	199	893	3.52	4.07	259	263	3.88	66.3	70.2	—	364,790	364,790	8.40	29.1	528	374,189
Area	24.6	103	19.9	169	0.13	1.68	—	1.68	1.64	—	1.64	0.00	24,000	24,000	0.46	0.05	—	24,026
Energy	1.88	0.94	16.7	12.0	0.10	1.30	—	1.30	1.30	—	1.30	—	48,219	48,219	5.53	0.49	—	48,503
Water	—	—	—	—	—	—	—	—	—	—	—	123	217	340	12.6	0.30	—	746
Waste	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Off-Road	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
Total	125	194	235	1,073	3.75	7.06	259	266	6.81	66.3	73.1	1,809	437,226	439,035	196	29.9	2,116	454,952
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	84.2	75.7	214	627	3.27	4.08	259	263	3.88	66.3	70.2	—	338,829	338,829	8.77	29.3	13.7	347,807
Area	2.16	82.2	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Energy	1.88	0.94	16.7	12.0	0.10	1.30	—	1.30	1.30	—	1.30	—	48,219	48,219	5.53	0.49	—	48,503
Water	—	—	—	—	—	—	—	—	—	—	—	123	217	340	12.6	0.30	—	746
Waste	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Off-Road	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
Total	88.2	159	249	646	3.49	6.87	259	266	6.67	66.3	73.0	1,809	410,706	412,515	196	30.2	1,602	428,010
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	87.8	79.3	208	705	3.37	4.07	258	262	3.88	66.0	69.9	—	349,041	349,041	8.48	29.1	228	358,162
Area	11.2	91.5	1.96	79.8	0.01	0.20	—	0.20	0.17	—	0.17	0.00	1,881	1,881	0.04	0.01	—	1,884
Energy	1.88	0.94	16.7	12.0	0.10	1.30	—	1.30	1.30	—	1.30	—	46,713	46,713	5.33	0.47	—	46,985
Water	—	—	—	—	—	—	—	—	—	—	—	123	217	340	12.6	0.30	—	746
Waste	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Off-Road	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
Total	101	172	227	797	3.48	5.57	258	263	5.35	66.0	71.3	1,809	397,853	399,662	195	29.9	1,816	415,265
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.0	14.5	38.0	129	0.61	0.74	47.1	47.8	0.71	12.0	12.7	—	57,788	57,788	1.40	4.82	37.7	59,298
Area	2.05	16.7	0.36	14.6	< 0.005	0.04	—	0.04	0.03	—	0.03	0.00	311	311	0.01	< 0.005	—	312
Energy	0.34	0.17	3.05	2.18	0.02	0.24	—	0.24	0.24	—	0.24	—	7,734	7,734	0.88	0.08	—	7,779
Water	—	—	—	—	—	—	—	—	—	—	—	20.3	36.0	56.3	2.09	0.05	—	123
Waste	—	—	—	—	—	—	—	—	—	—	—	279	0.00	279	27.9	0.00	—	977
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	263	263
Off-Road	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
Total	18.4	31.3	41.4	145	0.64	1.02	47.1	48.1	0.98	12.0	13.0	299	65,869	66,169	32.3	4.95	301	68,752

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Low Rise	22.0	21.0	13.2	117	0.26	0.16	22.9	23.1	0.15	5.82	5.97	—	26,257	26,257	1.28	1.41	35.8	26,744
Fast Food Restaurant with Drive Thru	17.5	16.0	15.5	166	0.45	0.27	41.6	41.9	0.25	10.6	10.8	—	45,829	45,829	1.45	1.93	64.9	46,505
Supermarket	15.6	14.0	15.9	178	0.50	0.29	46.6	46.9	0.28	11.8	12.1	—	51,025	51,025	1.46	2.05	72.8	51,745
Hotel	4.20	3.62	5.49	65.8	0.19	0.11	18.2	18.4	0.11	4.63	4.73	—	19,809	19,809	0.50	0.75	28.5	20,073
Convenience Market with Gas Pumps	13.2	12.0	12.5	137	0.38	0.22	35.3	35.5	0.21	8.94	9.16	—	38,701	38,701	1.16	1.59	55.0	39,259
Automobile Care Center	2.24	2.04	2.06	22.4	0.06	0.04	5.69	5.73	0.03	1.44	1.48	—	6,252	6,252	0.19	0.26	8.88	6,343
Unrefrigerated Warehouse-No Rail	23.7	21.2	134	206	1.69	2.97	88.6	91.6	2.84	23.1	25.9	—	176,879	176,879	2.35	21.1	262	183,481
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.13	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	38.6	38.6	< 0.005	< 0.005	0.06	39.1
City Park	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	0.00
Total	98.4	89.8	199	893	3.52	4.07	259	263	3.88	66.3	70.2	—	364,790	364,790	8.40	29.1	528	374,189
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	18.4	17.3	14.2	90.9	0.23	0.16	22.9	23.1	0.15	5.82	5.97	—	23,486	23,486	1.41	1.44	0.93	23,949

Fast Food Restaurant with Drive Thru	14.9	13.4	16.8	114	0.40	0.27	41.6	41.9	0.25	10.6	10.8	—	40,773	40,773	1.51	1.98	1.68	41,403
Supermarket	13.4	11.8	17.3	119	0.44	0.30	46.6	46.9	0.28	11.8	12.1	—	45,356	45,356	1.50	2.11	1.89	46,023
Hotel	3.68	3.12	6.01	42.1	0.17	0.11	18.2	18.4	0.11	4.63	4.73	—	17,589	17,589	0.50	0.77	0.74	17,832
Convenience Market with Gas Pumps	11.3	10.1	13.6	92.9	0.34	0.22	35.3	35.5	0.21	8.94	9.16	—	34,415	34,415	1.20	1.63	1.43	34,934
Automobile Care Center	1.91	1.72	2.24	15.2	0.05	0.04	5.69	5.73	0.03	1.44	1.48	—	5,560	5,560	0.20	0.27	0.23	5,645
Unrefrigerated Warehouse-No Rail	20.6	18.1	144	153	1.63	2.98	88.6	91.6	2.84	23.1	25.9	—	171,615	171,615	2.44	21.1	6.79	177,985
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	34.3	34.3	< 0.005	< 0.005	< 0.005	34.8
City Park	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	0.00
Total	84.2	75.7	214	627	3.27	4.08	259	263	3.88	66.3	70.2	—	338,829	338,829	8.77	29.3	13.7	347,807
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.52	3.33	2.47	17.5	0.04	0.03	4.17	4.20	0.03	1.06	1.08	—	4,068	4,068	0.22	0.23	2.56	4,145

Fast Food Restaurant with Drive Thru	2.84	2.57	2.94	23.7	0.08	0.05	7.56	7.61	0.05	1.92	1.96	—	7,080	7,080	0.24	0.32	4.64	7,187
Supermarket	2.54	2.26	3.02	25.1	0.08	0.05	8.47	8.53	0.05	2.15	2.20	—	7,879	7,879	0.24	0.34	5.20	7,993
Hotel	0.70	0.59	1.05	9.12	0.03	0.02	3.31	3.33	0.02	0.84	0.86	—	3,057	3,057	0.08	0.13	2.04	3,099
Convenience Market with Gas Pumps	2.15	1.93	2.38	19.5	0.06	0.04	6.41	6.45	0.04	1.62	1.66	—	5,977	5,977	0.19	0.27	3.93	6,065
Automobile Care Center	0.36	0.33	0.39	3.18	0.01	0.01	1.03	1.04	0.01	0.26	0.27	—	966	966	0.03	0.04	0.63	980
Unrefrigerated Warehouse-No Rail	3.91	3.45	25.7	30.7	0.30	0.54	16.1	16.6	0.52	4.19	4.71	—	28,754	28,754	0.39	3.49	18.7	29,823
Parking Lot	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	0.00
Industrial Park	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	5.96	5.96	< 0.005	< 0.005	< 0.005	6.04
City Park	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	0.00
Total	16.0	14.5	38.0	129	0.61	0.74	47.1	47.8	0.71	12.0	12.7	—	57,788	57,788	1.40	4.82	37.7	59,298

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	22.0	21.0	13.2	117	0.26	0.16	22.9	23.1	0.15	5.82	5.97	—	26,257	26,257	1.28	1.41	35.8	26,744
Fast Food Restaurant with Drive Thru	17.5	16.0	15.5	166	0.45	0.27	41.6	41.9	0.25	10.6	10.8	—	45,829	45,829	1.45	1.93	64.9	46,505
Supermarket	15.6	14.0	15.9	178	0.50	0.29	46.6	46.9	0.28	11.8	12.1	—	51,025	51,025	1.46	2.05	72.8	51,745
Hotel	4.20	3.62	5.49	65.8	0.19	0.11	18.2	18.4	0.11	4.63	4.73	—	19,809	19,809	0.50	0.75	28.5	20,073
Convenience Market with Gas Pumps	13.2	12.0	12.5	137	0.38	0.22	35.3	35.5	0.21	8.94	9.16	—	38,701	38,701	1.16	1.59	55.0	39,259
Automobile Care Center	2.24	2.04	2.06	22.4	0.06	0.04	5.69	5.73	0.03	1.44	1.48	—	6,252	6,252	0.19	0.26	8.88	6,343
Unrefrigerated Warehouse-No Rail	23.7	21.2	134	206	1.69	2.97	88.6	91.6	2.84	23.1	25.9	—	176,879	176,879	2.35	21.1	262	183,481
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.13	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	38.6	38.6	< 0.005	< 0.005	0.06	39.1
City Park	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	0.00
Total	98.4	89.8	199	893	3.52	4.07	259	263	3.88	66.3	70.2	—	364,790	364,790	8.40	29.1	528	374,189

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	18.4	17.3	14.2	90.9	0.23	0.16	22.9	23.1	0.15	5.82	5.97	—	23,486	23,486	1.41	1.44	0.93	23,949
Fast Food Restaurant with Drive Thru	14.9	13.4	16.8	114	0.40	0.27	41.6	41.9	0.25	10.6	10.8	—	40,773	40,773	1.51	1.98	1.68	41,403
Supermarket	13.4	11.8	17.3	119	0.44	0.30	46.6	46.9	0.28	11.8	12.1	—	45,356	45,356	1.50	2.11	1.89	46,023
Hotel	3.68	3.12	6.01	42.1	0.17	0.11	18.2	18.4	0.11	4.63	4.73	—	17,589	17,589	0.50	0.77	0.74	17,832
Convenience Market with Gas Pumps	11.3	10.1	13.6	92.9	0.34	0.22	35.3	35.5	0.21	8.94	9.16	—	34,415	34,415	1.20	1.63	1.43	34,934
Automobile Care Center	1.91	1.72	2.24	15.2	0.05	0.04	5.69	5.73	0.03	1.44	1.48	—	5,560	5,560	0.20	0.27	0.23	5,645
Unrefrigerated Warehouse-No Rail	20.6	18.1	144	153	1.63	2.98	88.6	91.6	2.84	23.1	25.9	—	171,615	171,615	2.44	21.1	6.79	177,985
Parking Lot	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	0.00
Industrial Park	0.01	0.01	0.01	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	34.3	34.3	< 0.005	< 0.005	< 0.005	34.8
City Park	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	0.00
Total	84.2	75.7	214	627	3.27	4.08	259	263	3.88	66.3	70.2	—	338,829	338,829	8.77	29.3	13.7	347,807
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	3.52	3.33	2.47	17.5	0.04	0.03	4.17	4.20	0.03	1.06	1.08	—	4,068	4,068	0.22	0.23	2.56	4,145
Fast Food Restaurant with Drive Thru	2.84	2.57	2.94	23.7	0.08	0.05	7.56	7.61	0.05	1.92	1.96	—	7,080	7,080	0.24	0.32	4.64	7,187
Supermarket	2.54	2.26	3.02	25.1	0.08	0.05	8.47	8.53	0.05	2.15	2.20	—	7,879	7,879	0.24	0.34	5.20	7,993
Hotel	0.70	0.59	1.05	9.12	0.03	0.02	3.31	3.33	0.02	0.84	0.86	—	3,057	3,057	0.08	0.13	2.04	3,099
Convenience Market with Gas Pumps	2.15	1.93	2.38	19.5	0.06	0.04	6.41	6.45	0.04	1.62	1.66	—	5,977	5,977	0.19	0.27	3.93	6,065
Automobile Care Center	0.36	0.33	0.39	3.18	0.01	0.01	1.03	1.04	0.01	0.26	0.27	—	966	966	0.03	0.04	0.63	980
Unrefrigerated Warehouse-No Rail	3.91	3.45	25.7	30.7	0.30	0.54	16.1	16.6	0.52	4.19	4.71	—	28,754	28,754	0.39	3.49	18.7	29,823
Parking Lot	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	0.00
Industrial Park	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	5.96	5.96	< 0.005	< 0.005	< 0.005	6.04
City Park	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	0.00
Total	16.0	14.5	38.0	129	0.61	0.74	47.1	47.8	0.71	12.0	12.7	—	57,788	57,788	1.40	4.82	37.7	59,298

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,720	5,720	0.77	0.09	—	5,767
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	552	552	0.07	0.01	—	557
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	1,252	1,252	0.17	0.02	—	1,262
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,382	1,382	0.19	0.02	—	1,394
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.02	< 0.005	—	128
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	103	103	0.01	< 0.005	—	103
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,681	13,681	1.83	0.22	—	13,793
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,603	2,603	0.35	0.04	—	2,624
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

undefined	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	30,653	30,653	4.10	0.50	—	30,904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,720	5,720	0.77	0.09	—	5,767
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	552	552	0.07	0.01	—	557
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	1,252	1,252	0.17	0.02	—	1,262
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,382	1,382	0.19	0.02	—	1,394
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	126	126	0.02	< 0.005	—	128
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	103	103	0.01	< 0.005	—	103
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,681	13,681	1.83	0.22	—	13,793
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,603	2,603	0.35	0.04	—	2,624
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

undefine	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	30,653	30,653	4.10	0.50	—	30,904
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	947	947	0.13	0.02	—	955
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	91.4	91.4	0.01	< 0.005	—	92.2
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	207	207	0.03	< 0.005	—	209
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	229	229	0.03	< 0.005	—	231
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	20.9	20.9	< 0.005	< 0.005	—	21.1
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	17.0	17.0	< 0.005	< 0.005	—	17.1
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,265	2,265	0.30	0.04	—	2,284
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	431	431	0.06	0.01	—	434
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	617	617	0.08	0.01	—	622

Total	—	—	—	—	—	—	—	—	—	—	—	—	4,826	4,826	0.65	0.08	—	4,865

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,646	3,646	0.49	0.06	—	3,676
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	496	496	0.07	0.01	—	500
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	840	840	0.11	0.01	—	847
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,312	1,312	0.18	0.02	—	1,323
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	91.5	91.5	0.01	< 0.005	—	92.3
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	90.2	90.2	0.01	< 0.005	—	91.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,551	13,551	1.81	0.22	—	13,662

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,603	2,603	0.35	0.04	—	2,624
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	27,863	27,863	3.73	0.45	—	28,091
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,646	3,646	0.49	0.06	—	3,676
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	496	496	0.07	0.01	—	500
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	840	840	0.11	0.01	—	847
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,312	1,312	0.18	0.02	—	1,323
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	91.5	91.5	0.01	< 0.005	—	92.3
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	90.2	90.2	0.01	< 0.005	—	91.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	13,551	13,551	1.81	0.22	—	13,662

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2,603	2,603	0.35	0.04	—	2,624
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	5,233	5,233	0.70	0.08	—	5,276
Total	—	—	—	—	—	—	—	—	—	—	—	—	27,863	27,863	3.73	0.45	—	28,091
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	604	604	0.08	0.01	—	609
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	82.1	82.1	0.01	< 0.005	—	82.7
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	139	139	0.02	< 0.005	—	140
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.03	< 0.005	—	219
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	15.1	15.1	< 0.005	< 0.005	—	15.3
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	—	15.1
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,244	2,244	0.30	0.04	—	2,262
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	431	431	0.06	0.01	—	434

Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	617	617	0.08	0.01	—	622
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,364	4,364	0.58	0.07	—	4,400

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.62	0.31	5.30	2.26	0.03	0.43	—	0.43	0.43	—	0.43	—	6,728	6,728	0.60	0.01	—	6,746
Fast Food Restaurant with Drive Thru	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	412	412	0.04	< 0.005	—	413
Supermarket	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	345	345	0.03	< 0.005	—	346
Hotel	0.19	0.09	1.72	1.44	0.01	0.13	—	0.13	0.13	—	0.13	—	2,052	2,052	0.18	< 0.005	—	2,058
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	34.8	34.8	< 0.005	< 0.005	—	34.9
Automobile Care Center	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.1	52.1	< 0.005	< 0.005	—	52.2

Unrefrige Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,049	11,049	0.98	0.02	—	11,079
Parking Lot	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
Industrial Park	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
City Park	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
Total	1.91	0.95	17.0	12.1	0.10	1.32	—	1.32	1.32	—	1.32	—	20,672	20,672	1.83	0.04	—	20,729
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.62	0.31	5.30	2.26	0.03	0.43	—	0.43	0.43	—	0.43	—	6,728	6,728	0.60	0.01	—	6,746
Fast Food Restaurant with Drive Thru	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	412	412	0.04	< 0.005	—	413
Supermarket	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	345	345	0.03	< 0.005	—	346
Hotel	0.19	0.09	1.72	1.44	0.01	0.13	—	0.13	0.13	—	0.13	—	2,052	2,052	0.18	< 0.005	—	2,058
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	34.8	34.8	< 0.005	< 0.005	—	34.9
Automobile Care Center	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.1	52.1	< 0.005	< 0.005	—	52.2

Unrefrigerated Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,049	11,049	0.98	0.02	—	11,079
Parking Lot	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
Industrial Park	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
City Park	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
Total	1.91	0.95	17.0	12.1	0.10	1.32	—	1.32	1.32	—	1.32	—	20,672	20,672	1.83	0.04	—	20,729
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.11	0.06	0.97	0.41	0.01	0.08	—	0.08	0.08	—	0.08	—	1,114	1,114	0.10	< 0.005	—	1,117
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.1	68.1	0.01	< 0.005	—	68.3
Supermarket	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.1	57.1	0.01	< 0.005	—	57.3
Hotel	0.03	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.03	< 0.005	—	341
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.77	5.77	< 0.005	< 0.005	—	5.79
Automobile Care Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.62	8.62	< 0.005	< 0.005	—	8.64

Unrefrigerated Warehouse-No Rail	0.19	0.09	1.69	1.42	0.01	0.13	—	0.13	0.13	—	0.13	—	1,829	1,829	0.16	< 0.005	—	1,834
Parking Lot	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
Industrial Park	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
City Park	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
Total	0.35	0.17	3.10	2.20	0.02	0.24	—	0.24	0.24	—	0.24	—	3,422	3,422	0.30	0.01	—	3,432

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.60	0.30	5.08	2.16	0.03	0.41	—	0.41	0.41	—	0.41	—	6,454	6,454	0.57	0.01	—	6,472
Fast Food Restaurant with Drive Thru	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	411	411	0.04	< 0.005	—	412
Supermarket	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	344	344	0.03	< 0.005	—	345
Hotel	0.19	0.09	1.69	1.42	0.01	0.13	—	0.13	0.13	—	0.13	—	2,011	2,011	0.18	< 0.005	—	2,017
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	34.8	34.8	< 0.005	< 0.005	—	34.9

Automob Care Center	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.9	51.9	< 0.005	< 0.005	—	52.1
Unrefrige rated Warehou se-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,047	11,047	0.98	0.02	—	11,078
Parking Lot	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
Industrial Park	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
City Park	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
Total	1.88	0.94	16.7	12.0	0.10	1.30	—	1.30	1.30	—	1.30	—	20,355	20,355	1.80	0.04	—	20,412
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Low Rise	0.60	0.30	5.08	2.16	0.03	0.41	—	0.41	0.41	—	0.41	—	6,454	6,454	0.57	0.01	—	6,472
Fast Food Restaurant with Drive Thru	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	411	411	0.04	< 0.005	—	412
Superma rket	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	344	344	0.03	< 0.005	—	345
Hotel	0.19	0.09	1.69	1.42	0.01	0.13	—	0.13	0.13	—	0.13	—	2,011	2,011	0.18	< 0.005	—	2,017
Convenie nce Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	34.8	34.8	< 0.005	< 0.005	—	34.9

Automobile Care Center	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.9	51.9	< 0.005	< 0.005	—	52.1
Unrefrigerated Warehouse-No Rail	1.02	0.51	9.26	7.78	0.06	0.70	—	0.70	0.70	—	0.70	—	11,047	11,047	0.98	0.02	—	11,078
Parking Lot	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
Industrial Park	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
City Park	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
Total	1.88	0.94	16.7	12.0	0.10	1.30	—	1.30	1.30	—	1.30	—	20,355	20,355	1.80	0.04	—	20,412
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.11	0.05	0.93	0.39	0.01	0.08	—	0.08	0.08	—	0.08	—	1,069	1,069	0.09	< 0.005	—	1,072
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.1	68.1	0.01	< 0.005	—	68.3
Supermarket	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.0	57.0	0.01	< 0.005	—	57.2
Hotel	0.03	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	—	333	333	0.03	< 0.005	—	334
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.76	5.76	< 0.005	< 0.005	—	5.78
Automobile Care Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.60	8.60	< 0.005	< 0.005	—	8.62

Unrefrige Warehouse-No Rail	0.19	0.09	1.69	1.42	0.01	0.13	—	0.13	0.13	—	0.13	—	1,829	1,829	0.16	< 0.005	—	1,834
Parking Lot	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
Industrial Park	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
City Park	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
Total	0.34	0.17	3.05	2.18	0.02	0.24	—	0.24	0.24	—	0.24	—	3,370	3,370	0.30	0.01	—	3,379

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.16	1.08	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Consumer Products	—	73.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	7.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	22.5	20.9	1.41	161	0.01	0.19	—	0.19	0.14	—	0.14	—	559	559	0.02	< 0.005	—	561
Total	24.6	103	19.9	169	0.13	1.68	—	1.68	1.64	—	1.64	0.00	24,000	24,000	0.46	0.05	—	24,026
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hearths	2.16	1.08	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Consumer Products	—	73.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	7.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.16	82.2	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	0.00	266	266	0.01	< 0.005	—	266
Consumer Products	—	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.02	1.88	0.13	14.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	45.6	45.6	< 0.005	< 0.005	—	45.8
Total	2.05	16.7	0.36	14.6	< 0.005	0.04	—	0.04	0.03	—	0.03	0.00	311	311	0.01	< 0.005	—	312

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.16	1.08	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Consumer Products	—	73.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	7.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	22.5	20.9	1.41	161	0.01	0.19	—	0.19	0.14	—	0.14	—	559	559	0.02	< 0.005	—	561
Total	24.6	103	19.9	169	0.13	1.68	—	1.68	1.64	—	1.64	0.00	24,000	24,000	0.46	0.05	—	24,026
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.16	1.08	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Consumer Products	—	73.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	7.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.16	82.2	18.5	7.86	0.12	1.49	—	1.49	1.49	—	1.49	0.00	23,442	23,442	0.44	0.04	—	23,466
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	0.00	266	266	0.01	< 0.005	—	266
Consumer Products	—	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.02	1.88	0.13	14.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	45.6	45.6	< 0.005	< 0.005	—	45.8
Total	2.05	16.7	0.36	14.6	< 0.005	0.04	—	0.04	0.03	—	0.03	0.00	311	311	0.01	< 0.005	—	312

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	96.4	161	257	9.91	0.24	—	576
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	7.04	11.8	18.8	0.72	0.02	—	42.0
Supermarket	—	—	—	—	—	—	—	—	—	—	—	11.7	19.5	31.2	1.20	0.03	—	69.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.22	10.4	16.6	0.64	0.02	—	37.2
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.32	0.54	0.86	0.03	< 0.005	—	1.91
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.90	1.51	2.41	0.09	< 0.005	—	5.38
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	30.4	30.4	< 0.005	< 0.005	—	30.6
Total	—	—	—	—	—	—	—	—	—	—	—	123	235	358	12.6	0.30	—	764
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	96.4	161	257	9.91	0.24	—	576
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	7.04	11.8	18.8	0.72	0.02	—	42.0
Supermarket	—	—	—	—	—	—	—	—	—	—	—	11.7	19.5	31.2	1.20	0.03	—	69.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.22	10.4	16.6	0.64	0.02	—	37.2
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.32	0.54	0.86	0.03	< 0.005	—	1.91
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.90	1.51	2.41	0.09	< 0.005	—	5.38
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	30.4	30.4	< 0.005	< 0.005	—	30.6
Total	—	—	—	—	—	—	—	—	—	—	—	123	235	358	12.6	0.30	—	764

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	16.0	26.7	42.6	1.64	0.04	—	95.3
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.17	1.95	3.11	0.12	< 0.005	—	6.96
Supermarket	—	—	—	—	—	—	—	—	—	—	—	1.94	3.23	5.17	0.20	< 0.005	—	11.6
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.03	1.72	2.75	0.11	< 0.005	—	6.15
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.05	0.09	0.14	0.01	< 0.005	—	0.32
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.15	0.25	0.40	0.02	< 0.005	—	0.89
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.03	0.06	0.09	< 0.005	< 0.005	—	0.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.03	5.03	< 0.005	< 0.005	—	5.07
Total	—	—	—	—	—	—	—	—	—	—	—	20.3	39.0	59.3	2.09	0.05	—	126

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	96.4	161	257	9.91	0.24	—	576
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	7.04	11.8	18.8	0.72	0.02	—	42.0
Supermarket	—	—	—	—	—	—	—	—	—	—	—	11.7	19.5	31.2	1.20	0.03	—	69.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.22	10.4	16.6	0.64	0.02	—	37.2
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.32	0.54	0.86	0.03	< 0.005	—	1.91
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.90	1.51	2.41	0.09	< 0.005	—	5.38
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4
Total	—	—	—	—	—	—	—	—	—	—	—	123	217	340	12.6	0.30	—	746

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	96.4	161	257	9.91	0.24	—	576
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	7.04	11.8	18.8	0.72	0.02	—	42.0
Supermarket	—	—	—	—	—	—	—	—	—	—	—	11.7	19.5	31.2	1.20	0.03	—	69.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.22	10.4	16.6	0.64	0.02	—	37.2
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.32	0.54	0.86	0.03	< 0.005	—	1.91
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.90	1.51	2.41	0.09	< 0.005	—	5.38
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.20	0.33	0.53	0.02	< 0.005	—	1.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4
Total	—	—	—	—	—	—	—	—	—	—	—	123	217	340	12.6	0.30	—	746
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	16.0	26.7	42.6	1.64	0.04	—	95.3
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.17	1.95	3.11	0.12	< 0.005	—	6.96
Supermarket	—	—	—	—	—	—	—	—	—	—	—	1.94	3.23	5.17	0.20	< 0.005	—	11.6
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.03	1.72	2.75	0.11	< 0.005	—	6.15
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.05	0.09	0.14	0.01	< 0.005	—	0.32
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.15	0.25	0.40	0.02	< 0.005	—	0.89
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.03	0.06	0.09	< 0.005	< 0.005	—	0.20
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	2.04	2.04	< 0.005	< 0.005	—	2.06
Total	—	—	—	—	—	—	—	—	—	—	—	20.3	36.0	56.3	2.09	0.05	—	123

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	493	0.00	493	49.3	0.00	—	1,725
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	75.1	0.00	75.1	7.51	0.00	—	263
Supermarket	—	—	—	—	—	—	—	—	—	—	—	150	0.00	150	15.0	0.00	—	526
Hotel	—	—	—	—	—	—	—	—	—	—	—	37.8	0.00	37.8	3.77	0.00	—	132
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	3.65	0.00	3.65	0.37	0.00	—	12.8
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	10.3	0.00	10.3	1.03	0.00	—	36.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	493	0.00	493	49.3	0.00	—	1,725
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	75.1	0.00	75.1	7.51	0.00	—	263
Supermarket	—	—	—	—	—	—	—	—	—	—	—	150	0.00	150	15.0	0.00	—	526
Hotel	—	—	—	—	—	—	—	—	—	—	—	37.8	0.00	37.8	3.77	0.00	—	132
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	3.65	0.00	3.65	0.37	0.00	—	12.8
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	10.3	0.00	10.3	1.03	0.00	—	36.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	81.6	0.00	81.6	8.16	0.00	—	286
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.4	0.00	12.4	1.24	0.00	—	43.5
Supermarket	—	—	—	—	—	—	—	—	—	—	—	24.9	0.00	24.9	2.49	0.00	—	87.2
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.25	0.00	6.25	0.62	0.00	—	21.9
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.12
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.96
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	152	0.00	152	15.1	0.00	—	530
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Total	—	—	—	—	—	—	—	—	—	—	—	279	0.00	279	27.9	0.00	—	977

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	493	0.00	493	49.3	0.00	—	1,725
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	75.1	0.00	75.1	7.51	0.00	—	263
Supermarket	—	—	—	—	—	—	—	—	—	—	—	150	0.00	150	15.0	0.00	—	526
Hotel	—	—	—	—	—	—	—	—	—	—	—	37.8	0.00	37.8	3.77	0.00	—	132
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	3.65	0.00	3.65	0.37	0.00	—	12.8
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	10.3	0.00	10.3	1.03	0.00	—	36.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	493	0.00	493	49.3	0.00	—	1,725
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	75.1	0.00	75.1	7.51	0.00	—	263
Supermarket	—	—	—	—	—	—	—	—	—	—	—	150	0.00	150	15.0	0.00	—	526
Hotel	—	—	—	—	—	—	—	—	—	—	—	37.8	0.00	37.8	3.77	0.00	—	132
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	3.65	0.00	3.65	0.37	0.00	—	12.8
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	10.3	0.00	10.3	1.03	0.00	—	36.0
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	915	0.00	915	91.5	0.00	—	3,202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.77
Total	—	—	—	—	—	—	—	—	—	—	—	1,686	0.00	1,686	169	0.00	—	5,899
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	81.6	0.00	81.6	8.16	0.00	—	286
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.4	0.00	12.4	1.24	0.00	—	43.5
Supermarket	—	—	—	—	—	—	—	—	—	—	—	24.9	0.00	24.9	2.49	0.00	—	87.2
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.25	0.00	6.25	0.62	0.00	—	21.9
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.12
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	1.70	0.00	1.70	0.17	0.00	—	5.96
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	152	0.00	152	15.1	0.00	—	530
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Total	—	—	—	—	—	—	—	—	—	—	—	279	0.00	279	27.9	0.00	—	977

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.40	8.40
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.79	6.79
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	393	393
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	105	105
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	39.6	39.6
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,037	1,037
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.40	8.40
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.79	6.79

Superma	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	393	393
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	105	105
Convenie nce Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	39.6	39.6
Automob ile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,037	1,037
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.39	1.39
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.12	1.12
Superma rket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	65.0	65.0
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.3	17.3
Convenie nce Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.56	6.56
Automob ile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	172	172
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	263	263

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.40	8.40
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.79	6.79
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	393	393
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	105	105
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	39.6	39.6
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,037	1,037
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.40	8.40

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.79	6.79
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	393	393
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	105	105
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	39.6	39.6
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,037	1,037
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,588	1,588
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.39	1.39
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.12	1.12
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	65.0	65.0
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.3	17.3
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.56	6.56

Automobile	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	172	172
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	263	263

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	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
Total	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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	8,337	8,337	8,337	3,043,004	32,442	32,442	32,442	11,841,447
Fast Food Restaurant with Drive Thru	5,657	5,657	5,657	2,064,805	58,868	58,868	58,868	21,486,892

Supermarket	4,645	4,645	4,645	1,695,425	65,960	65,960	65,960	24,075,413
Hotel	1,023	1,023	1,023	373,293	25,804	25,804	25,804	9,418,475
Convenience Market with Gas Pumps	4,114	4,114	4,114	1,501,610	49,879	49,879	49,879	18,205,967
Automobile Care Center	710	710	710	259,150	8,046	8,046	8,046	2,936,719
Unrefrigerated Warehouse-No Rail	6,967	6,967	6,967	2,542,956	57,056	57,056	57,056	20,825,330
Unrefrigerated Warehouse-No Rail	1,720	1,720	1,720	627,722	56,073	56,073	56,073	20,466,619
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Park	1.99	1.99	1.99	728	50.3	50.3	50.3	18,368
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	8,337	8,337	8,337	3,043,004	32,442	32,442	32,442	11,841,447
Fast Food Restaurant with Drive Thru	5,657	5,657	5,657	2,064,805	58,868	58,868	58,868	21,486,892
Supermarket	4,645	4,645	4,645	1,695,425	65,960	65,960	65,960	24,075,413
Hotel	1,023	1,023	1,023	373,293	25,804	25,804	25,804	9,418,475
Convenience Market with Gas Pumps	4,114	4,114	4,114	1,501,610	49,879	49,879	49,879	18,205,967
Automobile Care Center	710	710	710	259,150	8,046	8,046	8,046	2,936,719
Unrefrigerated Warehouse-No Rail	6,967	6,967	6,967	2,542,956	57,056	57,056	57,056	20,825,330
Unrefrigerated Warehouse-No Rail	1,720	1,720	1,720	627,722	56,073	56,073	56,073	20,466,619

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Park	1.99	1.99	1.99	728	50.3	50.3	50.3	18,368
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	62
Gas Fireplaces	1113
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	124
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	62
Gas Fireplaces	1113
Propane Fireplaces	0

Electric Fireplaces	0
No Fireplaces	124
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
2655220.5	885,074	3,111,563	1,037,188	263,974

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Apartments Low Rise	8,469,480	247	0.0330	0.0040	20,992,166
Fast Food Restaurant with Drive Thru	817,741	247	0.0330	0.0040	1,284,008
Supermarket	1,853,843	247	0.0330	0.0040	1,076,482
Hotel	2,047,003	247	0.0330	0.0040	6,402,648
Convenience Market with Gas Pumps	187,257	247	0.0330	0.0040	108,736
Automobile Care Center	151,872	247	0.0330	0.0040	162,423
Unrefrigerated Warehouse-No Rail	9,640,023	247	0.0330	0.0040	16,406,766
Unrefrigerated Warehouse-No Rail	10,616,462	247	0.0330	0.0040	18,068,609
Parking Lot	3,854,015	247	0.0330	0.0040	0.00
Industrial Park	0.00	247	0.0330	0.0040	0.00
City Park	0.00	247	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	5,398,205	247	0.0330	0.0040	20,138,935
Fast Food Restaurant with Drive Thru	733,876	247	0.0330	0.0040	1,282,981
Supermarket	1,244,241	247	0.0330	0.0040	1,074,872
Hotel	1,942,900	247	0.0330	0.0040	6,276,060
Convenience Market with Gas Pumps	135,491	247	0.0330	0.0040	108,573
Automobile Care Center	133,594	247	0.0330	0.0040	162,059
Unrefrigerated Warehouse-No Rail	9,549,050	247	0.0330	0.0040	16,404,414

Unrefrigerated Warehouse-No Rail	10,516,275	247	0.0330	0.0040	18,066,019
Parking Lot	3,854,015	247	0.0330	0.0040	0.00
Industrial Park	0.00	247	0.0330	0.0040	0.00
City Park	0.00	247	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	50,313,460	0.00
Fast Food Restaurant with Drive Thru	3,672,758	0.00
Supermarket	6,101,777	0.00
Hotel	3,246,947	0.00
Convenience Market with Gas Pumps	167,315	0.00
Automobile Care Center	470,406	0.00
Unrefrigerated Warehouse-No Rail	49,499	0.00
Unrefrigerated Warehouse-No Rail	54,513	0.00
Parking Lot	0.00	0.00
Industrial Park	0.00	0.00
City Park	0.00	13,969,029

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	50,313,460	0.00
Fast Food Restaurant with Drive Thru	3,672,758	0.00
Supermarket	6,101,777	0.00

Hotel	3,246,947	0.00
Convenience Market with Gas Pumps	167,315	0.00
Automobile Care Center	470,406	0.00
Unrefrigerated Warehouse-No Rail	49,499	0.00
Unrefrigerated Warehouse-No Rail	54,513	0.00
Parking Lot	0.00	0.00
Industrial Park	0.00	0.00
City Park	0.00	5,678,717

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	915	—
Fast Food Restaurant with Drive Thru	139	—
Supermarket	279	—
Hotel	70.1	—
Convenience Market with Gas Pumps	6.78	—
Automobile Care Center	19.1	—
Unrefrigerated Warehouse-No Rail	808	—
Unrefrigerated Warehouse-No Rail	890	—
Parking Lot	0.00	—
Industrial Park	0.00	—
City Park	1.47	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

Apartments Low Rise	915	—
Fast Food Restaurant with Drive Thru	139	—
Supermarket	279	—
Hotel	70.1	—
Convenience Market with Gas Pumps	6.78	—
Automobile Care Center	19.1	—
Unrefrigerated Warehouse-No Rail	808	—
Unrefrigerated Warehouse-No Rail	890	—
Parking Lot	0.00	—
Industrial Park	0.00	—
City Park	1.47	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	750	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	150	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	750	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	150	< 0.005	7.50	7.50	20.0
Supermarket	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0

Supermarket	Supermarket refrigeration and condensing units	R-404A	150	26.5	16.5	16.5	18.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	750	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	150	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	750	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	150	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	750	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	150	< 0.005	7.50	7.50	20.0

Supermarket	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Supermarket	Supermarket refrigeration and condensing units	R-404A	150	26.5	16.5	16.5	18.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	750	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	150	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	750	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	217	8.00	82.0	0.20

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	217	8.00	82.0	0.20

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

8. User Changes to Default Data

Screen	Justification
Land Use	Land uses updated based on site plan. Lot acreage is based on building footprint for residential and industrial land uses. All hardscaped surfaces are modeled as the Parking Lot land use. Landscaped surfaces are modeled as the City Park land use. The Industrial Park land use was chosen to model the substation because of the 50,000 square foot size limit for the General Light Industry land use type.
Operations: Vehicle Data	Trip rates updated based on the traffic report. Default trip rate for the Industrial Park land use decreased to reflect substation operations. City Park trips reduced to zero because the City Park land use is modeling landscaped area. Trip length for residential and warehouse office land uses adjusted based on VMT memo. Trip length for warehouses adjusted based on SCAQMD data. Passenger car trips for both warehouses were assigned to the 859,610 square foot non-sort warehouse. Truck trips for both warehouses were assigned to the 946,680 square foot sort warehouse. Primary, diverted, and pass-by trip percentages based on traffic report (LLG 2023). Internal capture was modeled as diverted trips.
Operations: Fleet Mix	Warehouse fleet mix updated based on traffic report. Passenger car trips for both warehouses were assigned to the 859,610 square foot non-sort warehouse. Truck trips for both warehouses were assigned to the 946,680 square foot sort warehouse.

Operations: Hearths	Wood stoves and fireplaces were removed due to SCAQMD Rule 445 and the number of gas fireplaces were increased to reflect project conditions.
Operations: Energy Use	Industrial Park land use energy consumption defaults decreased to 0 to reflect the operation of the substation.
Operations: Water and Waste Water	Industrial Park land use water consumption defaults decreased to 0 to reflect the operation of the substation. Indoor water use for warehouse land uses decreased based on water usage rates of indoor water fixtures compliant with CALGreen and the number of employees.
Operations: Solid Waste	Industrial Park land use waste generation defaults decreased to 0 to reflect the operation of the substation.
Operations: Refrigerants	GWP decreased according to requirements in California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10 Climate Change, Article 4. Industrial Park land use refrigerants deleted to reflect the operation of the substation. City Park (landscaping) refrigerants deleted to reflect operation of landscaped area.