

A-3: Lake Forest Warehouse Energy Analysis

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Lake Forest Warehouse

ENERGY ANALYSIS

CITY OF LAKE FOREST

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LIST OF ABBREVIATED TERMS

%	Percent
(1)	Reference
AQIA	<i>Lake Forest Warehouse Air Quality Impact Analysis</i>
BACM	Best Available Control Measures
BTU	British Thermal Units
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
<i>CEQA Guidelines</i>	<i>2020 CEQA Statute and Guidelines</i>
City	City of Lake Forest
CPEP	Clean Power and Electrification Pathway
CPUC	California Public Utilities Commission
DMV	Department of Motor Vehicles
EIA	Energy Information Administration
EPA	Environmental Protection Agency
EMFAC	EMissions FACtor
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gas
GWh	Gigawatt Hour
HHDT	Heavy-Heavy Duty Trucks
hp-hr-gal	Horsepower Hours Per Gallon
IEPR	Integrated Energy Policy Report
ISO	Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kBTU	Thousand-British Thermal Units
kWh	Kilowatt Hour
LDA	Light Duty Auto
LDT1/LDT2	Light-Duty Trucks
LHDT1/LHDT2	Light-Heavy Duty Trucks
MDV	Medium Duty Trucks
MHDT	Medium-Heavy Duty Trucks
MMcfd	Millin Cubic Feet Per Day

mpg	Miles Per Gallon
MPO	Metropolitan Planning Organization
PG&E	Pacific Gas and Electric
Project	Lake Forest Warehouse
SCAB	South Coast Air Basin
SCE	Southern California Edison
sf	Square Feet
SoCalGas	Southern California Gas
SR-57	State Route 57
TEA-21	Transportation Equity Act for the 21 st Century
TRUs	Transportation Refrigeration Units
U.S.	United States
VMT	Vehicle Miles Traveled

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EXECUTIVE SUMMARY

ES.1 SUMMARY OF FINDINGS

The results of this *Lake Forest Warehouse Energy Analysis* is summarized below based on the significance criteria in Section 5 of this report consistent with Appendix G of the 2020 California Environmental Quality Act (CEQA) Statute and Guidelines (*CEQA Guidelines*) (1). Table ES-1 shows the findings of significance for potential energy impacts under CEQA.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Energy Impact #1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	5.1	<i>Less Than Significant</i>	<i>n/a</i>
Energy Impact #2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	5.2	<i>Less Than Significant</i>	<i>n/a</i>
Energy Impact #3: Would the Project achieve the goal of energy conservation by: <ul style="list-style-type: none"> Decreasing overall per capita energy consumption. Decreasing reliance on fossil fuels such as coal, natural gas and oil. Increasing reliance on renewable energy sources. 	5.3	<i>Less Than Significant</i>	<i>n/a</i>

ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21st Century (TEA-21)
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan

- California Code Title 24, Part 6, Energy Efficiency Standards
- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California's Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)

Consistency with the above regulations are discussed in detail in section 5 of this report.

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1 INTRODUCTION

This report presents the results of the energy analysis prepared by Urban Crossroads, Inc., for the proposed Lake Forest Warehouse Project (Project). The purpose of this report is to ensure that energy implication is considered by the City of Lake Forest (Lead Agency), as the lead agency, and to quantify anticipated energy usage associated with construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

1.1 SITE LOCATION

The proposed Project is located at 26200 Enterprise Way in the City of Lake Forest. The nearest residential land uses are the proposed Toll Brothers Residential Development to the northeast of the Project site, and the existing residential receiver located northwest of the Project site.

The City of Lake Forest General Plan designates the Project site for Light Industrial uses. The Light Industrial designation provides for a variety of light industrial uses that are nonpolluting and which can co-exist with surrounding land uses and which do not in their maintenance, assembly, manufacturing or operations create smoke, gas, dust, noise, vibration, soot or glare which might be obnoxious or offensive to persons residing or conducting business in the City. Allowable uses include wholesale businesses, light manufacturing and processing, research and development uses, warehousing and storage, distribution and sales, high technology production, ancillary retail sales and related uses. Other uses that are determined to be compatible with the primary uses may also be allowed (2).

1.2 PROJECT DESCRIPTION

The proposed Project will demolish an existing building and replace it with 165,803 square feet (sf) of warehouse building as shown on Exhibit 1-B¹. Consistent with the *Lake Forest Warehouses Trip Assessment*, the warehouse building has been conservatively evaluated assuming a manufacturing land use (3). The Project is anticipated to be open by the year 2023. The Project applicant also proposes to install various off-site improvements in order to enhance public safety and address concerns over pre-existing and future turning movements at five intersections within the City. The Project proposes to install these project features as a community benefit at the following five intersections: Improvements will occur at the intersections of Bake Parkway & Commercentre Drive, Dimension Drive & Commercentre Dr./Enterprise Way, Rancho Parkway & Lake Forest Drive, Bake Parkway & Dimension Drive and Dimension Drive & Lake Forest.

This analysis is intended to describe energy usage associated with the expected operational activities at the Project site. This report assumes the Project will operate 24-hours daily for seven days per week.

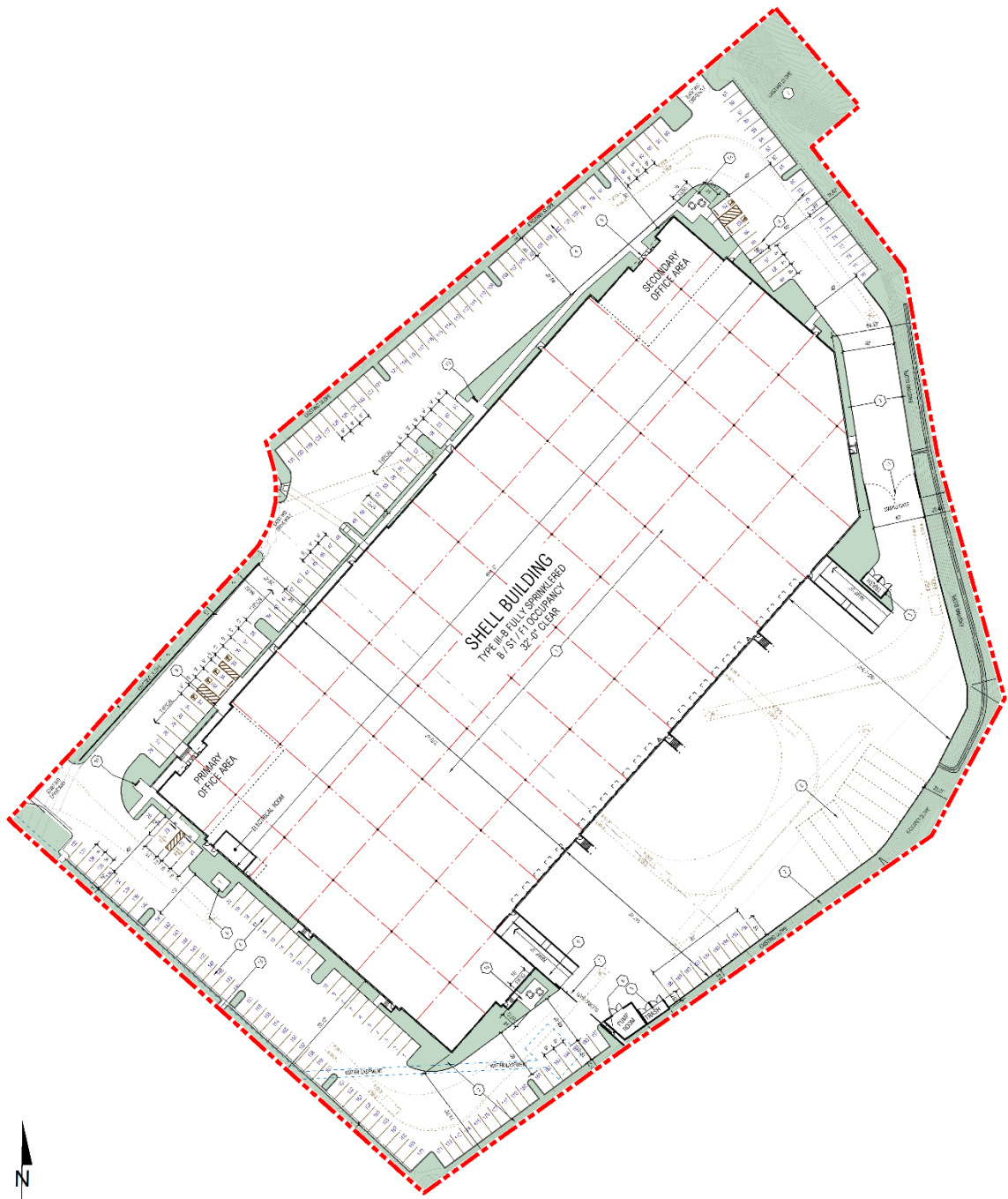
¹ For analytical purposes, up to 168,467 square feet of space is evaluated in the underlying technical modeling.

As summarized in the *Lake Forest Warehouses Trip Assessment*, the Project is expected to generate a total of approximately 726 two-way vehicular trips per day (363 inbound and 363 outbound) which includes 78 two-way truck trips per day (39 inbound and 39 outbound) (4). .

EXHIBIT 1-A: LOCATION MAP



EXHIBIT 1-B: SITE PLAN



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2 EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the Project region.

2.1 OVERVIEW

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2018 and 2019, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2021 and included (5):

- As of 2018, approximately 7,967 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2018, approximately 681 million barrels of petroleum
- As of 2019, approximately 2,144 billion cubic feet of natural gas
- As of 2019, approximately 1 million short tons of coal

The California Energy Commission's (CEC) Transportation Energy Demand Forecast 2018-2030 was released in order to support the 2017 Integrated Energy Policy Report. The Transportation energy Demand Forecast 2018-2030 lays out graphs and data supporting their projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand included:

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030 (6)
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030 (6)
 - Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2017 (7)

The most recent data provided by the EIA for energy use in California by demand sector is from 2018 and is reported as follows:

- Approximately 39.1% transportation
- Approximately 23.5% industrial
- Approximately 18.3% residential
- Approximately 19.2% commercial (8)

In 2020, total system electric generation for California was 272,576 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 190,913 GWh which accounted for approximately 70% of the electricity it uses; the rest was imported from the Pacific Northwest (15%) and the U.S. Southwest (15%) (9). Natural gas is the main source for electricity generation at 42.97% of the total in-state electric generation system power as shown in Table 2-1.

TABLE 2-1: TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2020)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Percent of Imports	Total California Energy Mix	Total California Power Mix
Coal	317	0.17%	194	6,963	7,157	8.76%	7,474	2.74%
Natural Gas	92,298	48.35%	70	8,654	8,724	10.68%	101,022	37.06%
Oil	30	0.02%	-	-	0	0.00%	30	0.01%
Other (Waste Heat/Petroleum Coke)	384	0.20%	125	9	134	0.16%	518	0.19%
Nuclear	16,280	8.53%	672	8,481	9,154	11.21%	25,434	9.33%
Large Hydro	17,938	9.40%	14,078	1,259	15,337	18.78%	33,275	12.21%
Unspecified	-	0.00%	12,870	1,745	14,615	17.90%	14,615	5.36%
Non-Renewable and Unspecified Totals	127,248	66.65%	28,009	27,111	55,120	67.50%	182,368	66.91%
Biomass	5,680	2.97%	975	25	1,000	1.22%	6,679	2.45%
Geothermal	11,345	5.94%	166	1,825	1,991	2.44%	13,336	4.89%
Small Hydro	3,476	1.82%	320	2	322	0.39%	3,798	1.39%
Solar	29,456	15.43%	284	6,312	6,596	8.08%	36,052	13.23%
Wind	13,708	7.18%	11,438	5,197	16,635	20.37%	30,343	11.13%
Renewable Totals	63,665	33.35%	13,184	13,359	26,543	32.50%	90,208	33.09%
System Totals	190,913	100.00%	41,193	40,471	81,663	100.00%	272,576	100.00%

Source: California Energy Commission's 2020 Total System Electric Generation

An updated summary of, and context for energy consumption and energy demands within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below (10):

- California was the seventh-largest producer of crude oil among the 50 states in 2019, and, as of January 2020, it ranked third in oil refining capacity. Foreign suppliers, led by Saudi Arabia, Iraq, Ecuador, and Colombia, provided more than half of the crude oil refined in California in 2019.
- California is the largest consumer of both jet fuel and motor gasoline among the 50 states and accounted for 17% of the nation’s jet fuel consumption and 11% of motor gasoline consumption in 2019. The state is the second-largest consumer of all petroleum products combined, accounting for 10% of the U.S. total. In 2018, California’s energy consumption was the second highest among the states, but its per capita energy consumption was the fourth-lowest due in part to its mild climate and its energy efficiency programs.
- In 2019, California was the nation’s top producer of electricity from solar, geothermal, and biomass energy and the state was second in the nation in conventional hydroelectric power generation.
- In 2019, California was the fourth largest electricity producer in the nation, but the state was also the nation’s largest importer of electricity and received about 28% of its electricity supply from generating facilities outside of California, including imports from Mexico.

As indicated above, California is one of the nation’s leading energy-producing states, and California’s per capita energy use is among the nation’s most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

2.2 ELECTRICITY

The usage associated with electricity use were calculated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The Southern California region’s electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board’s once-through cooling policy, the retirement of San Onofre complicated the situation. California ISO studies revealed the extent to which the South California Air Basin (SCAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts (11). Similarly, the subsequent 2018 and 2019 IEPR’s identify broad strategies that are aimed at maintaining electricity system reliability.

Electricity is currently provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (12).

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator (ISO) is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities (13).

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Tables 2-2 identifies SCE's specific proportional shares of electricity sources in 2019. As indicated in Table 2-2, the 2019 SCE Power Mix has renewable energy at 35.1% of the overall energy resources. Geothermal resources are at 5.9%, wind power is at 11.5%, large hydroelectric sources are at 7.9%, solar energy is at 16.0%, and coal is at 0% (14).

TABLE 2-2: SCE 2019 POWER CONTENT MIX

Energy Resources	2019 SCE Power Mix
Eligible Renewable	35.1%
Biomass & Waste	0.6%
Geothermal	5.9%
Eligible Hydroelectric	1.0%
Solar	16.0%
Wind	11.5%
Coal	0.0%
Large Hydroelectric	7.9%
Natural Gas	16.1%
Nuclear	8.2%
Other	0.1%
Unspecified Sources of power*	32.6%
Total	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources

2.3 NATURAL GAS

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC).

"The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.

The overwhelming majority of natural gas utility customers in California are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcf, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e. they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet

California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements .

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A

certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California." (15)

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

2.4 TRANSPORTATION ENERGY RESOURCES

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In March 2019, the Department of Motor Vehicles (DMV) identified 36.4 million registered vehicles in California (16), and those vehicles consume an estimated 17.8 billion gallons of fuel each year². Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

² Fuel consumptions estimated utilizing information from EMFAC2017.

California's on-road transportation system includes 394,383 land miles, more than 27.5 million passenger vehicles and light trucks, and almost 8.1 million medium- and heavy-duty vehicles (16). While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. Petroleum comprises about 91% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels (17). Nearly 17.8 billion gallons of on-highway fuel are burned each year, including 14.6 billion gallons of gasoline (including ethanol) and 3.2 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2019, Californians also used 194 million cubic feet of natural gas as a transportation fuel (18), or the equivalent of 183 billion gallons of gasoline.

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3 REGULATORY BACKGROUND

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the CPUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

3.1 FEDERAL REGULATIONS

3.1.1 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The ISTEA promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

3.1.2 THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

The TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

3.2 CALIFORNIA REGULATIONS

3.2.1 INTEGRATED ENERGY POLICY REPORT (IEPR)

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2020 IEPR was adopted March 23, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2020 IEPR identifies actions the

state and others can take to ensure a clean, affordable, and reliable energy system. California's innovative energy policies strengthen energy resiliency, reduce greenhouse gas (GHG) emissions that cause climate change, improve air quality, and contribute to a more equitable future (19).

3.2.2 STATE OF CALIFORNIA ENERGY PLAN

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

3.2.3 CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY STANDARDS

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title are applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code (20).

3.2.4 AB 1493 PAVLEY REGULATIONS AND FUEL EFFICIENCY STANDARDS

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

3.2.5 CALIFORNIA'S RENEWABLE PORTFOLIO STANDARD (RPS)

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020 (21).

3.2.6 CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015 (SB 350)

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

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4 PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

4.1 EVALUATION CRITERIA

Appendix F of the *State CEQA Guidelines* (22), states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

In order to assure that energy implications are considered and in compliance with Appendix G of the *State CEQA Guidelines* (23), this report analyzes the Project's anticipated energy use during construction and operations to determine if the Project would:

- Result in 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

4.2 METHODOLOGY

Information from the CalEEMod Version 2020.4.0 outputs for the *Lake Forest Warehouse Air Quality Impact Analysis* (AQIA) (24) was utilized in this analysis, detailing Project related construction equipment, transportation energy demands, and facility energy demands.

4.2.1 CAL EEMOD

In May 2021, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage (25). Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Output from the annual construction and operational model runs are provided in Appendices 4.1 through 4.3.

4.2.2 EMISSION FACTORS MODEL

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (26). This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2017 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated

with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2022 and 2023 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project.

4.3 CONSTRUCTION ENERGY DEMANDS

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project.

4.3.1 CONSTRUCTION POWER COST

The total Project construction power costs is the summation of the products of the area (sf) by the construction duration and the typical power cost.

CONSTRUCTION DURATION

For purposes of analysis, construction of Project is expected to commence in April 2022 and be completed in March 2023 (24). The construction schedule utilized in the analysis, shown in Table 4-1, represents a “worst-case” analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (27).

TABLE 4-1: CONSTRUCTION DURATION

Phase Name	Start Date	End Date	Days
Demolition	04/04/2022	04/29/2022	20
Site Preparation	04/30/2022	05/13/2022	10
Grading	05/14/2022	06/10/2022	20
Building Construction	06/11/2022	03/17/2023	200
Paving	02/20/2023	03/17/2023	20
Architectural Coating	01/21/2023	03/17/2023	40

PROJECT CONSTRUCTION POWER COST

The *2021 National Construction Estimator* identifies a typical power cost per 1,000 sf of construction per month of \$2.37, which was used to calculate the Project’s total construction power cost (28). As shown on Table 4-2, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$10,034.76.

TABLE 4-2: CONSTRUCTION POWER COST

Land Use	Power Cost (per 1,000 SF)	Size (1,000 SF)	Construction Duration (months)	Project Construction Power Cost
Manufacturing	\$2.37	168.467	11	\$4,391.93
Parking Lot	\$2.37	80.800	11	\$2,106.46
City Park	\$2.37	49.915	11	\$1,301.28
Other Asphalt Surfaces	\$2.37	85.734	11	\$2,235.09
CONSTRUCTION POWER COST				\$10,034.76

4.3.2 CONSTRUCTION ELECTRICITY USAGE

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 4-2) by the utility provider cost per kilowatt hour (kWh) of electricity.

PROJECT CONSTRUCTION ELECTRICITY USAGE

The SCE's general service rate schedule were used to determine the Project's electrical usage. As of October 1, 2021, SCE's general service rate is \$0.13 per kilowatt hours (kWh) of electricity for industrial services (29). As shown on Table 4-3, the total electricity usage from on-site Project construction related activities is estimated to be approximately 80,028 kWh.

TABLE 4-3: CONSTRUCTION ELECTRICITY USAGE

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
Manufacturing	\$0.13	35,026
Parking Lot	\$0.13	16,799
City Park	\$0.13	10,378
Other Asphalt Surfaces	\$0.13	17,825
CONSTRUCTION ELECTRICITY USAGE		80,028

4.3.3 CONSTRUCTION EQUIPMENT FUEL ESTIMATES

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction.

CONSTRUCTION EQUIPMENT

A summary of construction equipment by phase is provided at Table 4-4. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4-4 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the City of Lake Forest Municipal Code.

TABLE 4-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS

Phase Name	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

PROJECT CONSTRUCTION EQUIPMENT FUEL CONSUMPTION

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4-5. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (30). For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region³. As presented in Table 4-5, Project construction activities would consume an estimated 40,869 gallons of diesel fuel. Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

³ Based on Appendix A of the CalEEMod User’s Guide, Construction consists of several types of off-road equipment. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel.

TABLE 4-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES

Phase Name	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	20	Concrete/Industrial Saws	81	1	8	0.73	473	511
		Excavators	158	3	8	0.38	1,441	1,558
		Rubber Tired Dozers	247	2	8	0.40	1,581	1,709
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
Grading	20	Crawler Tractors	212	3	8	0.43	2,188	2,365
		Excavators	158	1	8	0.38	480	519
		Graders	187	1	8	0.41	613	663
		Rubber Tired Dozers	247	1	8	0.40	790	854
Building Construction	200	Cranes	231	1	8	0.29	536	5,794
		Forklifts	89	3	8	0.20	427	4,618
		Generator Sets	84	1	8	0.74	497	5,376
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	9,312
		Welders	46	1	8	0.45	166	1,790
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	40	Air Compressors	78	1	8	0.48	300	648
CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)								40,869

4.3.4 CONSTRUCTION TRIPS AND VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of workers, hauling, and vendor trips are presented below in Table 4-6.

TABLE 4-6: CONSTRUCTION TRIPS AND VMT

Phase Name	Worker Trips Per Day	Vendor Trips Per Day	Total Hauling Trips
Demolition	15	5	879
Site Preparation	18	3	0
Grading	15	5	813
Building Construction	162	50	0
Paving	15	0	0
Architectural Coating	32	0	0

4.3.5 CONSTRUCTION WORKER FUEL ESTIMATES

With respect to estimated VMT for the Project, the construction worker trips would generate an estimated 514,941 VMT during the 11 months of construction (24). Based on CalEEMod methodology, it is assumed that 50% of all worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks with a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs (LDT1), and 25% are from light-duty-trucks with a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs (LDT2). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the AQIA. Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2017 version of the EMFAC developed by CARB. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (26). EMFAC2017 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2022 through 2023 calendar years. Data from EMFAC2017 is shown in Appendix 4.4.

Table 4-7 provides an estimated annual fuel consumption resulting from LDAs related to the Project construction worker trips. Based on Table 4-7, it is estimated that 7,778 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

Table 4-8 provides an estimated annual fuel consumption resulting from LDT1s related to the Project construction worker trips. Based on Table 4-8, it is estimated that 4,671 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

Table 4-9 provides an estimated annual fuel consumption resulting from LDT2s related to the Project construction worker trips. Based on Table 4-9, it is estimated that 5,033 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

TABLE 4-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES – LDA

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Demolition	20	8	14.7	2,352	32.59	72
Site Preparation	10	9	14.7	1,323	32.59	41
Grading	20	8	14.7	2,352	32.59	72
Building Construction	145	81	14.7	172,652	32.59	5,298
2023						
Building Construction	55	81	14.7	65,489	33.65	1,946
Paving	20	8	14.7	2,352	33.65	70
Architectural Coating	40	16	14.7	9,408	33.65	280
TOTAL CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION						7,778

TABLE 4-8: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES – LDT1

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Demolition	20	4	14.7	1,176	27.49	43
Site Preparation	10	5	14.7	735	27.49	27
Grading	20	4	14.7	1,176	27.49	43
Building Construction	145	41	14.7	87,392	27.49	3,178
2023						
Building Construction	55	41	14.7	33,149	28.28	1,172
Paving	20	4	14.7	1,176	28.28	42
Architectural Coating	40	8	14.7	4,704	28.28	166
TOTAL CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION						4,671

TABLE 4-9: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES – LDT2

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Demolition	20	4	14.7	1,176	25.46	46
Site Preparation	10	5	14.7	735	25.46	29
Grading	20	4	14.7	1,176	25.46	46
Building Construction	145	41	14.7	87,392	25.46	3,433
2023						
Building Construction	55	41	14.7	33,149	26.39	1,256
Paving	20	4	14.7	1,176	26.39	45
Architectural Coating	40	8	14.7	4,704	26.39	178
TOTAL CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION						5,033

It should be noted that construction worker trips would represent a “single-event” gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

4.3.6 CONSTRUCTION VENDOR AND HAULING FUEL ESTIMATES

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) and hauling trips would generate an estimated 105,332 VMT along area roadways for the Project over the duration of construction activity (24). It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT), 50% are from heavy-heavy duty trucks (HHDT), and 100% of hauling trips are from HHDTs. These assumptions are consistent with the CalEEMod defaults utilized within the within the AQIA (24). Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2017. EMFAC2017 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2022 through 2023 calendar years. Data from EMFAC2017 is shown in Appendix 4.4.

Based on Table 4-10, it is estimated that 3,886 gallons of fuel will be consumed related to construction vendor trips (MHDTs) during full construction of the Project.

Tables 4-11 shows the estimated fuel economy of HHDTs accessing the Project site. Based on Tables 4-11, fuel consumption from construction vendor and hauling trips (HHDTs) will total approximately 10,889 gallons.

It should be noted that Project construction vendor trips would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

TABLE 4-10: CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES – MHDT

Phase Name	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Demolition	20	3	6.9	414	9.03	46
Site Preparation	10	2	6.9	138	9.03	15
Grading	20	3	6.9	414	9.03	46
Building Construction	145	25	6.9	25,013	9.03	2,769
2023						
Building Construction	55	25	6.9	9,488	9.40	1,009
Paving	20	0	6.9	0	9.40	0
Architectural Coating	40	0	6.9	0	9.40	0
TOTAL CONSTRUCTION VENDOR (MHDT) FUEL CONSUMPTION						3,886

TABLE 4-11: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES – HHDT

Phase Name	Duration (Days)	Vendor/Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Vendor						
2022						
Demolition	20	3	6.9	414	6.37	65
Site Preparation	10	2	6.9	138	6.37	22
Grading	20	3	6.9	414	6.37	65
Building Construction	145	25	6.9	25,013	6.37	3,926
2023						
Building Construction	55	25	6.9	9,488	6.72	1,412
Paving	20	0	6.9	0	6.72	0
Architectural Coating	40	0	6.9	0	6.72	0
Hauling						
2022						
Demolition	20	44	20	17,600	6.37	2,763
Grading	20	42	20	16,800	6.37	2,637
TOTAL CONSTRUCTION VENDOR/HAULING (HHDT) FUEL CONSUMPTION						10,889

4.3.7 CONSTRUCTION ENERGY EFFICIENCY/CONSERVATION MEASURES

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turn over the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

4.4 OPERATIONAL ENERGY DEMANDS

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

4.4.1 TRANSPORTATION ENERGY DEMANDS

EXISTING TRANSPORTATION ENERGY DEMANDS

The site is currently occupied with 144,906 sf of general office use within a single building. The estimated transportation energy demands from the existing development are summarized on Table 4-12.

TABLE 4-12: TOTAL EXISTING TRAFFIC ANNUAL FUEL CONSUMPTION (ALL VEHICLES)

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
LDA	2,076,383	33.65	61,708
LDT1	224,337	28.28	7,934
LDT2	712,343	26.39	26,995
MDV	493,186	21.35	23,099
LHDT1	92,923	13.87	6,699
LHDT2	24,857	14.08	1,766
MHDT	54,280	9.40	5,774
HHDT	18,504	6.72	2,753
OBUS	2,500	6.57	380
UBUS	1,467	3.92	375
MCY	92,736	37.14	2,497
SBUS	2,756	8.10	340
MH	15,024	6.24	2,409
TOTAL (ALL VEHICLES)	3,881,296	-	142,729

PROPOSED PROJECT TRANSPORTATION ENERGY DEMANDS

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluated in the vehicle fleet mix and the total VMT.

As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2017 developed by CARB (26). EMFAC2017 was run for the Orange County area for the 2023 calendar year. Data from EMFAC2017 is shown in Appendix 4.4.

It should be noted that the existing development energy demands were subtracted from the Project to determine the new energy demands from the proposed Project. As summarized on

Table 4-13 the Project will result in 539,280 annual VMT and an estimated annual fuel consumption of 109,896 gallons of fuel.

TABLE 4-13: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION (ALL VEHICLES)

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
LDA	1,854,993	33.65	55,129
LDT1	200,288	28.28	7,083
LDT2	636,227	26.39	24,111
MDV	440,440	21.35	20,629
MCY	82,944	37.14	2,233
LHDT1	160,813	13.87	11,593
LHDT2	43,042	14.08	3,058
MHDT	232,929	9.40	24,775
HHDT	698,899	6.72	103,983
TOTAL (ALL VEHICLES)	4,350,576	-	252,593
<i>Existing Energy Demands</i>	<i>3,881,296</i>	-	<i>142,729</i>
NET ENERGY DEMANDS	539,280	-	109,865

4.4.2 FACILITY ENERGY DEMANDS

EXISTING FACILITY ENERGY DEMANDS

The estimated facility energy demands from the existing development are summarized on Table 4-14.

TABLE 4-14: EXISTING ANNUAL ENERGY DEMAND SUMMARY

Land Use	Natural Gas Demand (kBtu/year)
Existing	1,311,400
TOTAL EXISTING NATURAL GAS DEMAND	1,311,400
Land Use	Electricity Demand (kWh/year)
Existing	1,954,780
TOTAL EXISTING ELECTRICITY DEMAND	1,954,780

kBTU – kilo-British Thermal Units

PROPOSED PROJECT FACILITY ENERGY DEMANDS

Project building operations activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be

supplied to the Project by SCE. Annual natural gas and electricity demands of the Project are summarized in Tables 4-15.

TABLE 4-15: PROJECT ANNUAL ENERGY DEMAND SUMMARY

Land Use	Natural Gas Demand (kBtu/year)
Manufacturing	3,497,370
Parking Lot	0
City Park	0
Other Asphalt Surfaces	0
TOTAL PROJECT NATURAL GAS DEMAND	3,497,370
<i>Existing Energy Demands</i>	<i>1,311,400</i>
NET NATURAL GAS DEMANDS	2,185,970
Land Use	Electricity Demand (kWh/year)
Manufacturing	1,393,220
Parking Lot	28,280
City Park	0
Other Asphalt Surfaces	0
TOTAL PROJECT ELECTRICITY DEMAND	1,421,500
<i>Existing Energy Demands</i>	<i>1,954,780</i>
NET ELECTRICITY DEMANDS	-533,280

4.4.3 OPERATIONAL ENERGY EFFICIENCY/CONSERVATION MEASURES

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title24, California Green Building Standards Code).

ENHANCED VEHICLE FUEL EFFICIENCIES

Project annual fuel consumption estimates presented previously in Table 4-13 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the

Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

4.5 SUMMARY

4.5.1 CONSTRUCTION ENERGY DEMANDS

The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately \$10,034.76. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project build-out, is calculated to be approximately 80,028 kWh.

Construction equipment used by the Project would result in single event consumption of approximately 40,869 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 17,482 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (MHDTs and HHDTs) will total approximately 14,775 gallons. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2020 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements (19). As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

4.5.2 OPERATIONAL ENERGY DEMANDS

TRANSPORTATION ENERGY DEMANDS

Annual vehicular trips and related VMT generated by the operation of the Project would result in a net fuel demand of 109,865 gallons of fuel.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year and SCAQMD is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023 nearly all trucks and buses will need to have 2010 model year engines or equivalent (31).
- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

FACILITY ENERGY DEMANDS

Project facility operational net energy demands are estimated at: 2,185,970 kBTU/year of natural gas; and -533,280 kWh/year of electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

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5 CONCLUSIONS

5.1 ENERGY IMPACT 1

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

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

5.2 ENERGY IMPACT 2

Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Project's consistency with the applicable state and local plans is discussed below.

CONSISTENCY WITH ISTE A

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTE A because SCAG is not planning for intermodal facilities on or through the Project site.

CONSISTENCY WITH TEA-21

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled and takes advantage of existing infrastructure systems. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

CONSISTENCY WITH IEPR

Electricity would be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR.

Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2020 IEPR.

CONSISTENCY WITH STATE OF CALIFORNIA ENERGY PLAN

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

CONSISTENCY WITH CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY STANDARDS

The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. It should be noted that the analysis herein assumes compliance with the 2019 Title 24 Standards. It should be noted that the CEC anticipates that nonresidential buildings will use approximately 30% less energy compared to the prior code (20). As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard.

CONSISTENCY WITH AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

CONSISTENCY WITH RPS

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

CONSISTENCY WITH SB 350

The proposed Project would use energy from SCE, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

5.3 ENERGY IMPACT 3

Would the Project achieve the goal of energy conservation by:

- ***Decreasing overall per capita energy consumption.***
- ***Decreasing reliance on fossil fuels such as coal, natural gas and oil.***
- ***Increasing reliance on renewable energy sources.***

As previously stated, the proposed Project is subject to California Building Code requirements. New buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code (20). It should be noted that though the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

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7 CERTIFICATIONS

The contents of this energy analysis report represent an accurate depiction of the environmental impacts associated with the proposed Lake Forest Warehouse. The information contained in this energy analysis report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at hqureshi@urbanxroads.com.

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EDUCATION

Master of Science in Environmental Studies
California State University, Fullerton • May 2010

Bachelor of Arts in Environmental Analysis and Design
University of California, Irvine • June 2006

PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Planners
AWMA – Air and Waste Management Association
ASTM – American Society for Testing and Materials

PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June 2011
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008
Principles of Ambient Air Monitoring – California Air Resources Board • August 2007
AB2588 Regulatory Standards – Trinity Consultants • November 2006
Air Dispersion Modeling – Lakes Environmental • June 2006

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APPENDIX 4.1:

CALEEMOD PROJECT CONSTRUCTION EMISSIONS MODEL OUTPUTS

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26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**26200 Enterprise Way (Construction - Unmitigated)****Orange County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	168.47	1000sqft	3.87	168,467.00	0
Other Asphalt Surfaces	85.73	1000sqft	1.99	85,734.00	0
Parking Lot	202.00	Space	1.82	80,800.00	0
City Park	1.15	Acre	1.15	49,915.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	30
Climate Zone	8			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total Project site is 8.83 acres

Construction Phase - Construction anticipated to begin Quarter 2 2022 and end Quarter 1 2023

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction

Demolition -

Grading - Analysis conservatively assumes that the entire Project site will be disturbed per day

Architectural Coating - Rule 1113

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblConstructionPhase	NumDays	230.00	200.00
tblConstructionPhase	NumDays	20.00	40.00
tblEnergyUse	LightingElect	2.99	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.83	0.00
tblEnergyUse	NT24NG	6.86	0.00
tblEnergyUse	T24E	1.45	0.00
tblEnergyUse	T24NG	13.90	0.00
tblGrading	AcresOfGrading	50.00	177.00
tblGrading	AcresOfGrading	35.00	88.00
tblGrading	MaterialImported	0.00	6,500.00
tblLandUse	LandUseSquareFeet	49,919.76	49,915.00
tblLandUse	LotAcreage	1.97	1.99
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	0.10	0.00
tblSolidWaste	SolidWasteGenerationRate	208.90	0.00
tblTripsAndVMT	VendorTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	0.00	3.00
tblTripsAndVMT	VendorTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	63.00	50.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	6.42	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.09	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	3.93	0.00
tblWater	IndoorWaterUseRate	38,958,687.50	0.00
tblWater	OutdoorWaterUseRate	1,370,203.55	0.00

2.0 Emissions Summary

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2558	2.4052	2.2033	5.5500e-003	0.5579	0.1028	0.6606	0.1585	0.0960	0.2545	0.0000	505.0973	505.0973	0.0858	0.0210	513.5105
2023	0.7890	0.6223	0.8434	1.8200e-003	0.0662	0.0281	0.0944	0.0178	0.0264	0.0442	0.0000	164.1183	164.1183	0.0260	4.6000e-003	166.1381
Maximum	0.7890	2.4052	2.2033	5.5500e-003	0.5579	0.1028	0.6606	0.1585	0.0960	0.2545	0.0000	505.0973	505.0973	0.0858	0.0210	513.5105

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2558	2.4052	2.2033	5.5500e-003	0.3221	0.1028	0.4248	0.0900	0.0960	0.1860	0.0000	505.0970	505.0970	0.0858	0.0210	513.5102
2023	0.7890	0.6223	0.8434	1.8200e-003	0.0662	0.0281	0.0944	0.0178	0.0264	0.0442	0.0000	164.1181	164.1181	0.0260	4.6000e-003	166.1380
Maximum	0.7890	2.4052	2.2033	5.5500e-003	0.3221	0.1028	0.4248	0.0900	0.0960	0.1860	0.0000	505.0970	505.0970	0.0858	0.0210	513.5102

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	37.78	0.00	31.23	38.88	0.00	22.95	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-4-2022	7-3-2022	1.2213	1.2213
2	7-4-2022	10-3-2022	0.7139	0.7139
3	10-4-2022	1-3-2023	0.7169	0.7169
4	1-4-2023	4-3-2023	1.3755	1.3755
		Highest	1.3755	1.3755

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7009	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.7009	5.0000e-005	5.8400e-003	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7009	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.7009	5.0000e-005	5.8400e-003	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	4/29/2022	5	20	
2	Site Preparation	Site Preparation	4/30/2022	5/13/2022	5	10	
3	Grading	Grading	5/14/2022	6/10/2022	5	20	

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4	Building Construction	Building Construction	6/11/2022	3/17/2023	5	200
5	Architectural Coating	Architectural Coating	1/21/2023	3/17/2023	5	40
6	Paving	Paving	2/20/2023	3/17/2023	5	20

Acres of Grading (Site Preparation Phase): 88**Acres of Grading (Grading Phase): 177****Acres of Paving: 3.81****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 252,701; Non-Residential Outdoor: 84,234; Striped Parking Area: 9,992 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42

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Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	5.00	879.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	5.00	813.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	162.00	50.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0951	0.0000	0.0951	0.0144	0.0000	0.0144	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004	0.0951	0.0124	0.1075	0.0144	0.0116	0.0260	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7600e-003	0.0720	0.0193	2.6000e-004	7.5500e-003	5.2000e-004	8.0600e-003	2.0700e-003	5.0000e-004	2.5700e-003	0.0000	26.9592	26.9592	2.5700e-003	4.3200e-003	28.3102
Vendor	8.0000e-005	2.3500e-003	8.1000e-004	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	0.9407	0.9407	5.0000e-005	1.3000e-004	0.9822
Worker	4.5000e-004	3.4000e-004	4.7000e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3014	1.3014	3.0000e-005	3.0000e-005	1.3119
Total	2.2900e-003	0.0747	0.0248	2.8000e-004	9.5200e-003	5.5000e-004	0.0101	2.6000e-003	5.3000e-004	3.1300e-003	0.0000	29.2013	29.2013	2.6500e-003	4.4800e-003	30.6043

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0371	0.0000	0.0371	5.6200e-003	0.0000	5.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004	0.0371	0.0124	0.0495	5.6200e-003	0.0116	0.0172	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7600e-003	0.0720	0.0193	2.6000e-004	7.5500e-003	5.2000e-004	8.0600e-003	2.0700e-003	5.0000e-004	2.5700e-003	0.0000	26.9592	26.9592	2.5700e-003	4.3200e-003	28.3102
Vendor	8.0000e-005	2.3500e-003	8.1000e-004	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	0.9407	0.9407	5.0000e-005	1.3000e-004	0.9822
Worker	4.5000e-004	3.4000e-004	4.7000e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3014	1.3014	3.0000e-005	3.0000e-005	1.3119
Total	2.2900e-003	0.0747	0.0248	2.8000e-004	9.5200e-003	5.5000e-004	0.0101	2.6000e-003	5.3000e-004	3.1300e-003	0.0000	29.2013	29.2013	2.6500e-003	4.4800e-003	30.6043

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1370	0.0000	0.1370	0.0547	0.0000	0.0547	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2521	0.1000	2.8000e-004		0.0108	0.0108		9.9300e-003	9.9300e-003	0.0000	25.0258	25.0258	8.0900e-003	0.0000	25.2281
Total	0.0224	0.2521	0.1000	2.8000e-004	0.1370	0.0108	0.1478	0.0547	9.9300e-003	0.0646	0.0000	25.0258	25.0258	8.0900e-003	0.0000	25.2281

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	7.1000e-004	2.4000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.2822	0.2822	2.0000e-005	4.0000e-005	0.2947
Worker	2.7000e-004	2.0000e-004	2.8200e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7809	0.7809	2.0000e-005	2.0000e-005	0.7872
Total	2.9000e-004	9.1000e-004	3.0600e-003	1.0000e-005	1.0800e-003	2.0000e-005	1.0900e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0631	1.0631	4.0000e-005	6.0000e-005	1.0818

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0534	0.0000	0.0534	0.0213	0.0000	0.0213	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2521	0.1000	2.8000e-004		0.0108	0.0108		9.9300e-003	9.9300e-003	0.0000	25.0257	25.0257	8.0900e-003	0.0000	25.2281
Total	0.0224	0.2521	0.1000	2.8000e-004	0.0534	0.0108	0.0642	0.0213	9.9300e-003	0.0313	0.0000	25.0257	25.0257	8.0900e-003	0.0000	25.2281

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	7.1000e-004	2.4000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.2822	0.2822	2.0000e-005	4.0000e-005	0.2947
Worker	2.7000e-004	2.0000e-004	2.8200e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7809	0.7809	2.0000e-005	2.0000e-005	0.7872
Total	2.9000e-004	9.1000e-004	3.0600e-003	1.0000e-005	1.0800e-003	2.0000e-005	1.0900e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0631	1.0631	4.0000e-005	6.0000e-005	1.0818

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1544	0.0000	0.1544	0.0433	0.0000	0.0433	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.3385	0.1550	4.4000e-004		0.0135	0.0135		0.0124	0.0124	0.0000	38.5139	38.5139	0.0125	0.0000	38.8253
Total	0.0293	0.3385	0.1550	4.4000e-004	0.1544	0.0135	0.1680	0.0433	0.0124	0.0557	0.0000	38.5139	38.5139	0.0125	0.0000	38.8253

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6300e-003	0.0666	0.0179	2.4000e-004	6.9800e-003	4.8000e-004	7.4600e-003	1.9100e-003	4.6000e-004	2.3700e-003	0.0000	24.9349	24.9349	2.3800e-003	3.9900e-003	26.1845
Vendor	8.0000e-005	2.3500e-003	8.1000e-004	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	0.9407	0.9407	5.0000e-005	1.3000e-004	0.9822
Worker	4.5000e-004	3.4000e-004	4.7000e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3014	1.3014	3.0000e-005	3.0000e-005	1.3119
Total	2.1600e-003	0.0693	0.0234	2.6000e-004	8.9500e-003	5.1000e-004	9.4600e-003	2.4400e-003	4.9000e-004	2.9300e-003	0.0000	27.1770	27.1770	2.4600e-003	4.1500e-003	28.4786

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0602	0.0000	0.0602	0.0169	0.0000	0.0169	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.3385	0.1550	4.4000e-004		0.0135	0.0135		0.0124	0.0124	0.0000	38.5138	38.5138	0.0125	0.0000	38.8252
Total	0.0293	0.3385	0.1550	4.4000e-004	0.0602	0.0135	0.0737	0.0169	0.0124	0.0293	0.0000	38.5138	38.5138	0.0125	0.0000	38.8252

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6300e-003	0.0666	0.0179	2.4000e-004	6.9800e-003	4.8000e-004	7.4600e-003	1.9100e-003	4.6000e-004	2.3700e-003	0.0000	24.9349	24.9349	2.3800e-003	3.9900e-003	26.1845
Vendor	8.0000e-005	2.3500e-003	8.1000e-004	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	0.9407	0.9407	5.0000e-005	1.3000e-004	0.9822
Worker	4.5000e-004	3.4000e-004	4.7000e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3014	1.3014	3.0000e-005	3.0000e-005	1.3119
Total	2.1600e-003	0.0693	0.0234	2.6000e-004	8.9500e-003	5.1000e-004	9.4600e-003	2.4400e-003	4.9000e-004	2.9300e-003	0.0000	27.1770	27.1770	2.4600e-003	4.1500e-003	28.4786

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1316	1.2156	1.2643	2.0900e-003		0.0627	0.0627		0.0589	0.0589	0.0000	180.0249	180.0249	0.0441	0.0000	181.1284
Total	0.1316	1.2156	1.2643	2.0900e-003		0.0627	0.0627		0.0589	0.0589	0.0000	180.0249	180.0249	0.0441	0.0000	181.1284

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.9800e-003	0.1704	0.0587	6.9000e-004	0.0228	1.5800e-003	0.0244	6.5900e-003	1.5200e-003	8.1000e-003	0.0000	68.1996	68.1996	3.9000e-003	9.7800e-003	71.2120
Worker	0.0354	0.0266	0.3679	1.1000e-003	0.1289	7.1000e-004	0.1296	0.0342	6.5000e-004	0.0349	0.0000	101.9016	101.9016	2.5200e-003	2.5500e-003	102.7232
Total	0.0414	0.1970	0.4266	1.7900e-003	0.1518	2.2900e-003	0.1541	0.0408	2.1700e-003	0.0430	0.0000	170.1012	170.1012	6.4200e-003	0.0123	173.9351

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1316	1.2156	1.2643	2.0900e-003		0.0627	0.0627		0.0589	0.0589	0.0000	180.0247	180.0247	0.0441	0.0000	181.1281
Total	0.1316	1.2156	1.2643	2.0900e-003		0.0627	0.0627		0.0589	0.0589	0.0000	180.0247	180.0247	0.0441	0.0000	181.1281

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.9800e-003	0.1704	0.0587	6.9000e-004	0.0228	1.5800e-003	0.0244	6.5900e-003	1.5200e-003	8.1000e-003	0.0000	68.1996	68.1996	3.9000e-003	9.7800e-003	71.2120
Worker	0.0354	0.0266	0.3679	1.1000e-003	0.1289	7.1000e-004	0.1296	0.0342	6.5000e-004	0.0349	0.0000	101.9016	101.9016	2.5200e-003	2.5500e-003	102.7232
Total	0.0414	0.1970	0.4266	1.7900e-003	0.1518	2.2900e-003	0.1541	0.0408	2.1700e-003	0.0430	0.0000	170.1012	170.1012	6.4200e-003	0.0123	173.9351

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0460	0.4245	0.4760	7.9000e-004		0.0206	0.0206		0.0193	0.0193	0.0000	68.3103	68.3103	0.0166	0.0000	68.7263
Total	0.0460	0.4245	0.4760	7.9000e-004		0.0206	0.0206		0.0193	0.0193	0.0000	68.3103	68.3103	0.0166	0.0000	68.7263

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3600e-003	0.0505	0.0203	2.5000e-004	8.6600e-003	2.5000e-004	8.9100e-003	2.5000e-003	2.4000e-004	2.7400e-003	0.0000	24.6447	24.6447	1.4600e-003	3.5400e-003	25.7359
Worker	0.0126	9.0000e-003	0.1300	4.1000e-004	0.0489	2.5000e-004	0.0492	0.0130	2.3000e-004	0.0132	0.0000	37.6511	37.6511	8.7000e-004	9.0000e-004	37.9404
Total	0.0140	0.0595	0.1502	6.6000e-004	0.0576	5.0000e-004	0.0581	0.0155	4.7000e-004	0.0160	0.0000	62.2958	62.2958	2.3300e-003	4.4400e-003	63.6763

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0460	0.4245	0.4760	7.9000e-004		0.0206	0.0206		0.0193	0.0193	0.0000	68.3102	68.3102	0.0166	0.0000	68.7262
Total	0.0460	0.4245	0.4760	7.9000e-004		0.0206	0.0206		0.0193	0.0193	0.0000	68.3102	68.3102	0.0166	0.0000	68.7262

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3600e-003	0.0505	0.0203	2.5000e-004	8.6600e-003	2.5000e-004	8.9100e-003	2.5000e-003	2.4000e-004	2.7400e-003	0.0000	24.6447	24.6447	1.4600e-003	3.5400e-003	25.7359
Worker	0.0126	9.0000e-003	0.1300	4.1000e-004	0.0489	2.5000e-004	0.0492	0.0130	2.3000e-004	0.0132	0.0000	37.6511	37.6511	8.7000e-004	9.0000e-004	37.9404
Total	0.0140	0.0595	0.1502	6.6000e-004	0.0576	5.0000e-004	0.0581	0.0155	4.7000e-004	0.0160	0.0000	62.2958	62.2958	2.3300e-003	4.4400e-003	63.6763

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7064					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1100e-003	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189
Total	0.7115	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8100e-003	1.2900e-003	0.0187	6.0000e-005	7.0300e-003	4.0000e-005	7.0600e-003	1.8700e-003	3.0000e-005	1.9000e-003	0.0000	5.4089	5.4089	1.2000e-004	1.3000e-004	5.4505
Total	1.8100e-003	1.2900e-003	0.0187	6.0000e-005	7.0300e-003	4.0000e-005	7.0600e-003	1.8700e-003	3.0000e-005	1.9000e-003	0.0000	5.4089	5.4089	1.2000e-004	1.3000e-004	5.4505

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7064					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1100e-003	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189
Total	0.7115	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8100e-003	1.2900e-003	0.0187	6.0000e-005	7.0300e-003	4.0000e-005	7.0600e-003	1.8700e-003	3.0000e-005	1.9000e-003	0.0000	5.4089	5.4089	1.2000e-004	1.3000e-004	5.4505
Total	1.8100e-003	1.2900e-003	0.0187	6.0000e-005	7.0300e-003	4.0000e-005	7.0600e-003	1.8700e-003	3.0000e-005	1.9000e-003	0.0000	5.4089	5.4089	1.2000e-004	1.3000e-004	5.4505

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	4.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0153	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.0000e-004	4.3800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2677	1.2677	3.0000e-005	3.0000e-005	1.2775
Total	4.2000e-004	3.0000e-004	4.3800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2677	1.2677	3.0000e-005	3.0000e-005	1.2775

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	4.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0153	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.0000e-004	4.3800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2677	1.2677	3.0000e-005	3.0000e-005	1.2775
Total	4.2000e-004	3.0000e-004	4.3800e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2677	1.2677	3.0000e-005	3.0000e-005	1.2775

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

4.1 Mitigation Measures Mobile

[illegible]

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Manufacturing	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

[illegible]

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
Manufacturing	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
Other Asphalt Surfaces	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
Parking Lot	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

[illegible]

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

Unmitigated

[illegible]

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

Mitigated

[illegible]

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Manufacturing	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Manufacturing	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7009	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121
Unmitigated	0.7009	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0804					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121
Total	0.7009	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0804					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121
Total	0.7009	5.0000e-005	5.8400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0121

7.0 Water Detail**7.1 Mitigation Measures Water**

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

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

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Manufacturing	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Manufacturing	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

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

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Manufacturing	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Manufacturing	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

User Defined Equipment

26200 Enterprise Way (Construction - Unmitigated) - Orange County, Annual

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

Equipment Type	Number
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11.0 Vegetation

APPENDIX 4.2:

CALEEMOD PROJECT OPERATIONAL EMISSIONS MODEL OUTPUTS

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26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**26200 Enterprise Way (Project Operations)****Orange County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	168.47	1000sqft	3.87	168,467.00	0
User Defined Industrial	168.47	User Defined Unit	0.00	0.00	0
Other Asphalt Surfaces	85.73	1000sqft	1.99	85,734.00	0
Parking Lot	202.00	Space	1.82	80,800.00	0
City Park	1.15	Acre	1.15	49,915.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	30
Climate Zone	8			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total Project Site is 8.83 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	4.8550e-003	0.00
tblFleetMix	HHD	4.8550e-003	0.62
tblFleetMix	LDA	0.54	0.58
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.19	0.20
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.14
tblFleetMix	LHD2	6.5220e-003	0.00
tblFleetMix	LHD2	6.5220e-003	0.04
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.14
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	3.9420e-003	0.00
tblFleetMix	MH	3.9420e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.21
tblFleetMix	OBUS	6.5600e-004	0.00
tblFleetMix	OBUS	6.5600e-004	0.00
tblFleetMix	SBUS	7.2300e-004	0.00
tblFleetMix	SBUS	7.2300e-004	0.00
tblFleetMix	UBUS	3.8500e-004	0.00
tblFleetMix	UBUS	3.8500e-004	0.00
tblLandUse	LandUseSquareFeet	49,919.76	49,915.00

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

tblLandUse	LotAcreage	1.97	1.99
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	6.42	4.31
tblVehicleTrips	ST_TR	0.00	0.46
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.09	4.31
tblVehicleTrips	SU_TR	0.00	0.46
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	3.93	4.31
tblVehicleTrips	WD_TR	0.00	0.46

2.0 Emissions Summary

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)				Maximum Mitigated ROG + NOX (tons/quarter)			
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26200 Enterprise Way (Project Operations) - Orange County, Annual

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

Highest

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7011	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Energy	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	438.7303	438.7303	0.0249	6.0000e-003	441.1399
Mobile	0.4711	2.7526	5.5469	0.0236	1.6943	0.0225	1.7167	0.4574	0.0213	0.4787	0.0000	2,298.2098	2,298.2098	0.1550	0.2232	2,368.5924
Offroad	0.0201	0.1891	0.1367	5.8000e-004		6.8600e-003	6.8600e-003		6.3100e-003	6.3100e-003	0.0000	50.7519	50.7519	0.0164	0.0000	51.1623
Waste						0.0000	0.0000		0.0000	0.0000	42.4251	0.0000	42.4251	2.5073	0.0000	105.1064
Water						0.0000	0.0000		0.0000	0.0000	12.3598	92.6638	105.0236	1.2773	0.0309	146.1709
Total	1.2112	3.1132	5.8357	0.0252	1.6943	0.0424	1.7367	0.4574	0.0406	0.4981	54.7849	2,880.3713	2,935.1562	3.9808	0.2601	3,112.1884

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7011	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Energy	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	438.7303	438.7303	0.0249	6.0000e-003	441.1399
Mobile	0.4711	2.7526	5.5469	0.0236	1.6943	0.0225	1.7167	0.4574	0.0213	0.4787	0.0000	2,298.2098	2,298.2098	0.1550	0.2232	2,368.5924
Offroad	0.0201	0.1891	0.1367	5.8000e-004		6.8600e-003	6.8600e-003		6.3100e-003	6.3100e-003	0.0000	50.7519	50.7519	0.0164	0.0000	51.1623
Waste						0.0000	0.0000		0.0000	0.0000	42.4251	0.0000	42.4251	2.5073	0.0000	105.1064
Water						0.0000	0.0000		0.0000	0.0000	12.3598	92.6638	105.0236	1.2773	0.0309	146.1709
Total	1.2112	3.1132	5.8357	0.0252	1.6943	0.0424	1.7367	0.4574	0.0406	0.4981	54.7849	2,880.3713	2,935.1562	3.9808	0.2601	3,112.1884

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	4/3/2022	5	0	

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 3.81****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4711	2.7526	5.5469	0.0236	1.6943	0.0225	1.7167	0.4574	0.0213	0.4787	0.0000	2,298,209 8	2,298,209 8	0.1550	0.2232	2,368,592 4
Unmitigated	0.4711	2.7526	5.5469	0.0236	1.6943	0.0225	1.7167	0.4574	0.0213	0.4787	0.0000	2,298,209 8	2,298,209 8	0.1550	0.2232	2,368,592 4

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Manufacturing	725.99	725.99	725.99	3,214,893	3,214,893
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
User Defined Industrial	78.00	78.00	78.00	1,135,683	1,135,683
Total	803.99	803.99	803.99	4,350,576	4,350,576

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	40.00	8.40	6.90	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
Manufacturing	0.577000	0.062300	0.197900	0.137000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.025800	0.000000	0.000000
Other Asphalt Surfaces	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
Parking Lot	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.141600	0.037900	0.205100	0.615400	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	252.0971	252.0971	0.0213	2.5800e-003	253.3976
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	252.0971	252.0971	0.0213	2.5800e-003	253.3976
NaturalGas Mitigated	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	186.6332	186.6332	3.5800e-003	3.4200e-003	187.7423
NaturalGas Unmitigated	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	186.6332	186.6332	3.5800e-003	3.4200e-003	187.7423

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Manufacturing	3.49737e+006	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	186.6332	186.6332	3.5800e-003	3.4200e-003	187.7423
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	186.6332	186.6332	3.5800e-003	3.4200e-003	187.7423

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Manufacturing	3.49737e+006	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	186.6332	186.6332	3.5800e-003	3.4200e-003	187.7423
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130	0.0000	186.6332	186.6332	3.5800e-003	3.4200e-003	187.7423

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Manufacturing	1.39322e+006	247.0817	0.0209	2.5300e-003	248.3564
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	28280	5.0153	4.2000e-004	5.0000e-005	5.0412
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		252.0971	0.0213	2.5800e-003	253.3976

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Manufacturing	1.39322e+006	247.0817	0.0209	2.5300e-003	248.3564
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	28280	5.0153	4.2000e-004	5.0000e-005	5.0412
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		252.0971	0.0213	2.5800e-003	253.3976

6.0 Area Detail**6.1 Mitigation Measures Area**

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7011	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Unmitigated	0.7011	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0804					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.4000e-004	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Total	0.7011	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0804					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.4000e-004	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Total	0.7011	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166

7.0 Water Detail**7.1 Mitigation Measures Water**

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	105.0236	1.2773	0.0309	146.1709
Unmitigated	105.0236	1.2773	0.0309	146.1709

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.3702	2.6997	2.3000e-004	3.0000e-005	2.7137
Manufacturing	38.9587 / 0	102.3238	1.2771	0.0309	143.4572
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		105.0236	1.2773	0.0309	146.1709

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.3702	2.6997	2.3000e-004	3.0000e-005	2.7137
Manufacturing	38.9587 / 0	102.3238	1.2771	0.0309	143.4572
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		105.0236	1.2773	0.0309	146.1709

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	42.4251	2.5073	0.0000	105.1064
Unmitigated	42.4251	2.5073	0.0000	105.1064

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.1	0.0203	1.2000e-003	0.0000	0.0503
Manufacturing	208.9	42.4048	2.5061	0.0000	105.0561
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		42.4251	2.5073	0.0000	105.1064

26200 Enterprise Way (Project Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.1	0.0203	1.2000e-003	0.0000	0.0503
Manufacturing	208.9	42.4048	2.5061	0.0000	105.0561
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		42.4251	2.5073	0.0000	105.1064

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	1	4.00	365	200	0.37	CNG

26200 Enterprise Way (Project Operations) - Orange County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Tractors/Loaders/Backhoes	0.0201	0.1891	0.1367	5.8000e-004		6.8600e-003	6.8600e-003		6.3100e-003	6.3100e-003	0.0000	50.7519	50.7519	0.0164	0.0000	51.1623
Total	0.0201	0.1891	0.1367	5.8000e-004		6.8600e-003	6.8600e-003		6.3100e-003	6.3100e-003	0.0000	50.7519	50.7519	0.0164	0.0000	51.1623

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

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APPENDIX 4.3:

CALEEMOD EXISTING OPERATIONAL EMISSIONS MODEL OUTPUTS

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26200 Enterprise Way (Existing Operations) - Orange County, Annual

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

26200 Enterprise Way (Existing Operations)

Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	144.91	1000sqft	3.33	144,906.00	0
Other Asphalt Surfaces	5.50	Acre	5.50	240,010.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	30
Climate Zone	8			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total Project area is 8.83 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	4/29/2022	4/3/2022
tblLandUse	LandUseSquareFeet	239,580.00	240,010.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

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

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	WD_TR	9.74	10.85

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

[illegible]

Mitigated Construction

[illegible]

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6098	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003
Energy	7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	416.6531	416.6531	0.0306	4.8300e-003	418.8574
Mobile	0.5697	0.6516	5.8614	0.0134	1.4357	9.2800e-003	1.4450	0.3832	8.6200e-003	0.3918	0.0000	1,250.1279	1,250.1279	0.0767	0.0526	1,267.7313
Waste						0.0000	0.0000		0.0000	0.0000	27.3571	0.0000	27.3571	1.6168	0.0000	67.7760
Water						0.0000	0.0000		0.0000	0.0000	8.1710	90.5772	98.7482	0.8469	0.0207	126.1018
Total	1.1866	0.7159	5.9173	0.0138	1.4357	0.0142	1.4499	0.3832	0.0135	0.3967	35.5281	1,757.3620	1,792.8901	2.5710	0.0782	1,880.4704

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6098	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003
Energy	7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	416.6531	416.6531	0.0306	4.8300e-003	418.8574
Mobile	0.5697	0.6516	5.8614	0.0134	1.4357	9.2800e-003	1.4450	0.3832	8.6200e-003	0.3918	0.0000	1,250.1279	1,250.1279	0.0767	0.0526	1,267.7313
Waste						0.0000	0.0000		0.0000	0.0000	27.3571	0.0000	27.3571	1.6168	0.0000	67.7760
Water						0.0000	0.0000		0.0000	0.0000	8.1710	90.5772	98.7482	0.8469	0.0207	126.1018
Total	1.1866	0.7159	5.9173	0.0138	1.4357	0.0142	1.4499	0.3832	0.0135	0.3967	35.5281	1,757.3620	1,792.8901	2.5710	0.0782	1,880.4704

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	4/3/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Acres of Grading (Grading Phase): 0****Acres of Paving: 5.5****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5697	0.6516	5.8614	0.0134	1.4357	9.2800e-003	1.4450	0.3832	8.6200e-003	0.3918	0.0000	1,250.1279	1,250.1279	0.0767	0.0526	1,267.7313
Unmitigated	0.5697	0.6516	5.8614	0.0134	1.4357	9.2800e-003	1.4450	0.3832	8.6200e-003	0.3918	0.0000	1,250.1279	1,250.1279	0.0767	0.0526	1,267.7313

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	1,572.00	320.24	101.43	3,811,296	3,811,296
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	1,572.00	320.24	101.43	3,811,296	3,811,296

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942

26200 Enterprise Way (Existing Operations) - Orange County, Annual

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

Other Asphalt Surfaces	0.544795	0.058861	0.186903	0.129401	0.024381	0.006522	0.014242	0.004855	0.000656	0.000385	0.024332	0.000723	0.003942
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	346.6719	346.6719	0.0293	3.5500e-003	348.4603
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	346.6719	346.6719	0.0293	3.5500e-003	348.4603
Natural Gas Mitigated	7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	69.9813	69.9813	1.3400e-003	1.2800e-003	70.3971
Natural Gas Unmitigated	7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	69.9813	69.9813	1.3400e-003	1.2800e-003	70.3971

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.3114e+006	7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	69.9813	69.9813	1.3400e-003	1.2800e-003	70.3971
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	69.9813	69.9813	1.3400e-003	1.2800e-003	70.3971

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.3114e+006	7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	69.9813	69.9813	1.3400e-003	1.2800e-003	70.3971
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		7.0700e-003	0.0643	0.0540	3.9000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	69.9813	69.9813	1.3400e-003	1.2800e-003	70.3971

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.95478e+006	346.6719	0.0293	3.5500e-003	348.4603
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		346.6719	0.0293	3.5500e-003	348.4603

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.95478e+006	346.6719	0.0293	3.5500e-003	348.4603
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		346.6719	0.0293	3.5500e-003	348.4603

6.0 Area Detail

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6098	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003
Unmitigated	0.6098	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003
Total	0.6098	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003
Total	0.6098	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7300e-003	3.7300e-003	1.0000e-005	0.0000	3.9800e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

26200 Enterprise Way (Existing Operations) - Orange County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	98.7482	0.8469	0.0207	126.1018
Unmitigated	98.7482	0.8469	0.0207	126.1018

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	25.7554 / 15.7856	98.7482	0.8469	0.0207	126.1018
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		98.7482	0.8469	0.0207	126.1018

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	25.7554 / 15.7856	98.7482	0.8469	0.0207	126.1018
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		98.7482	0.8469	0.0207	126.1018

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	27.3571	1.6168	0.0000	67.7760
Unmitigated	27.3571	1.6168	0.0000	67.7760

26200 Enterprise Way (Existing Operations) - Orange County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	134.77	27.3571	1.6168	0.0000	67.7760
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		27.3571	1.6168	0.0000	67.7760

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	134.77	27.3571	1.6168	0.0000	67.7760
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		27.3571	1.6168	0.0000	67.7760

9.0 Operational Offroad

26200 Enterprise Way (Existing Operations) - Orange County, Annual

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

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

APPENDIX 4.4:
EMFAC2017 EMISSIONS INVENTORY

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Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: Sub-Area

Region: Orange (SC)

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/year for VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Orange (SC)	2022	HHDT	Aggregate	Aggregate	Gasoline	9.612146044	352137.7281	80.07343313	80073.43313	63161467.36	352137.7281	402383027.4	6.37	HHDT
Orange (SC)	2022	HHDT	Aggregate	Aggregate	Diesel	10986.32288	390270739.5	57870.16488	57870164.88		390270739.5			
Orange (SC)	2022	HHDT	Aggregate	Aggregate	Natural Gas	925.5580333	11760150.16	5211.229045	5211229.045		11760150.16			
Orange (SC)	2022	LDA	Aggregate	Aggregate	Gasoline	1295599.689	17235868163	542935.3443	542935344.3	546426784.5	17235868163	17808240737	32.59	LDA
Orange (SC)	2022	LDA	Aggregate	Aggregate	Diesel	12739.0078	173911245.5	3491.440209	3491440.209		173911245.5			
Orange (SC)	2022	LDA	Aggregate	Aggregate	Electricity	28393.86772	398461328.2	0	0		398461328.2			
Orange (SC)	2022	LDT1	Aggregate	Aggregate	Gasoline	142048.7173	1817807584	66659.81863	66659818.63	66673798.02	1817807584	1833171755	27.49	LDT1
Orange (SC)	2022	LDT1	Aggregate	Aggregate	Diesel	49.5183793	350775.0319	13.97939344	13979.39344		350775.0319			
Orange (SC)	2022	LDT1	Aggregate	Aggregate	Electricity	1032.066464	15013395.54	0	0		15013395.54			
Orange (SC)	2022	LDT2	Aggregate	Aggregate	Gasoline	455350.0099	5867550389	232936.0228	232936022.8	234132448.2	5867550389	5960760845	25.46	LDT2
Orange (SC)	2022	LDT2	Aggregate	Aggregate	Diesel	2933.773502	43336117.84	1196.425342	1196425.342		43336117.84			
Orange (SC)	2022	LDT2	Aggregate	Aggregate	Electricity	4402.869216	49874338.28	0	0		49874338.28			
Orange (SC)	2022	LHDT1	Aggregate	Aggregate	Gasoline	36147.86941	431532554.7	40479.78193	40479781.93	55280334.58	431532554.7	751418165.4	13.59	LHDT1
Orange (SC)	2022	LHDT1	Aggregate	Aggregate	Diesel	24040.18403	319885610.7	14800.55265	14800552.65		319885610.7			
Orange (SC)	2022	LHDT2	Aggregate	Aggregate	Gasoline	6433.829843	73608779.24	7948.545738	7948545.738	14231853.95	73608779.24	196109575.6	13.78	LHDT2
Orange (SC)	2022	LHDT2	Aggregate	Aggregate	Diesel	9390.080241	122500796.3	6283.30821	6283308.21		122500796.3			
Orange (SC)	2022	MCY	Aggregate	Aggregate	Gasoline	59324.20714	146090005	3931.679259	3931679.259	3931679.259	146090005	146090005	37.16	MCY
Orange (SC)	2022	MDV	Aggregate	Aggregate	Gasoline	313214.6089	3862221750	189615.9505	189615950.5	193170732.8	3862221750	3985525786	20.63	MDV
Orange (SC)	2022	MDV	Aggregate	Aggregate	Diesel	7004.701757	97676421.74	3554.782245	3554782.245		97676421.74			
Orange (SC)	2022	MDV	Aggregate	Aggregate	Electricity	2172.991185	25627614.29	0	0		25627614.29			
Orange (SC)	2022	MH	Aggregate	Aggregate	Gasoline	6865.363572	21263381.31	4080.853004	4080853.004	4971440.782	21263381.31	30592560.92	6.15	MH
Orange (SC)	2022	MH	Aggregate	Aggregate	Diesel	3020.855236	9329179.613	890.5877782	890587.7782		9329179.613			
Orange (SC)	2022	MHDT	Aggregate	Aggregate	Gasoline	7524.246571	127833172.5	25076.45003	25076450.03	78485742.79	127833172.5	708844047.1	9.03	MHDT
Orange (SC)	2022	MHDT	Aggregate	Aggregate	Diesel	28402.72547	581010874.6	53409.29276	53409292.76		581010874.6			
Orange (SC)	2022	OBUS	Aggregate	Aggregate	Gasoline	1010.920693	14428801.77	2804.213126	2804213.126	4422157.578	14428801.77	28347259.49	6.41	OBUS
Orange (SC)	2022	OBUS	Aggregate	Aggregate	Diesel	628.0129908	13918457.72	1617.944452	1617944.452		13918457.72			
Orange (SC)	2022	SBUS	Aggregate	Aggregate	Gasoline	529.8434458	7213753.589	786.7058822	786705.8822	2539223.833	7213753.589	20319702.08	8.00	SBUS
Orange (SC)	2022	SBUS	Aggregate	Aggregate	Diesel	1279.904224	13105948.49	1752.517951	1752517.951		13105948.49			
Orange (SC)	2022	UBUS	Aggregate	Aggregate	Gasoline	212.2694682	6557622.032	1774.849378	1774849.378	9100777.686	6557622.032	34847735.76	3.83	UBUS
Orange (SC)	2022	UBUS	Aggregate	Aggregate	Diesel	0	0	0	0		0			
Orange (SC)	2022	UBUS	Aggregate	Aggregate	Natural Gas	746.9655502	28290113.73	7325.928308	7325928.308		28290113.73			

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: Sub-Area

Region: Orange (SC)

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/year for VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Orange (SC)	2023	HHDT	Aggregate	Aggregate	Gasoline	9.811189686	382545.461	85.05321508	85053.21508	61248842.06	382545.461	411672522.6	6.72	HHDT
Orange (SC)	2023	HHDT	Aggregate	Aggregate	Diesel	11158.81713	398768613.6	55691.81365	55691813.65		398768613.6			
Orange (SC)	2023	HHDT	Aggregate	Aggregate	Natural Gas	985.3985608	12521363.53	5471.975188	5471975.188		12521363.53			
Orange (SC)	2023	LDA	Aggregate	Aggregate	Gasoline	1317264.299	17338130394	531178.635	531178635	534721528.8	17338130394	17992464988	33.65	LDA
Orange (SC)	2023	LDA	Aggregate	Aggregate	Diesel	13431.01148	181114864.4	3542.89385	3542893.85		181114864.4			
Orange (SC)	2023	LDA	Aggregate	Aggregate	Electricity	33012.02837	473219729.8	0	0		473219729.8			
Orange (SC)	2023	LDT1	Aggregate	Aggregate	Gasoline	145926.018	1847637754	66064.49227	66064492.27	66077637.06	1847637754	1868383848	28.28	LDT1
Orange (SC)	2023	LDT1	Aggregate	Aggregate	Diesel	46.29888067	336673.5545	13.14479213	13144.79213		336673.5545			
Orange (SC)	2023	LDT1	Aggregate	Aggregate	Electricity	1366.204347	20409419.58	0	0		20409419.58			
Orange (SC)	2023	LDT2	Aggregate	Aggregate	Gasoline	459128.0523	5850709317	224559.5731	224559573.1	225787339.1	5850709317	5958069706	26.39	LDT2
Orange (SC)	2023	LDT2	Aggregate	Aggregate	Diesel	3171.575849	45704885.85	1227.766069	1227766.069		45704885.85			
Orange (SC)	2023	LDT2	Aggregate	Aggregate	Electricity	5547.578192	61655502.72	0	0		61655502.72			
Orange (SC)	2023	LHDT1	Aggregate	Aggregate	Gasoline	35833.39433	423010714.3	39248.37446	39248374.46	54300526.37	423010714.3	753249100.3	13.87	LHDT1
Orange (SC)	2023	LHDT1	Aggregate	Aggregate	Diesel	25197.20917	330238386	15052.15191	15052151.91		330238386			
Orange (SC)	2023	LHDT2	Aggregate	Aggregate	Gasoline	6427.170235	72636453.15	7761.987483	7761987.483	14175595.16	72636453.15	199536792.5	14.08	LHDT2
Orange (SC)	2023	LHDT2	Aggregate	Aggregate	Diesel	9897.553217	126900339.4	6413.607676	6413607.676		126900339.4			
Orange (SC)	2023	MCY	Aggregate	Aggregate	Gasoline	60907.74419	147939256.7	3983.271611	3983271.611	3983271.611	147939256.7	147939256.7	37.14	MCY
Orange (SC)	2023	MDV	Aggregate	Aggregate	Gasoline	313407.6541	3822022066	181821.6509	181821650.9	185430572.2	3822022066	3959082615	21.35	MDV
Orange (SC)	2023	MDV	Aggregate	Aggregate	Diesel	7459.366276	101967565.6	3608.921354	3608921.354		101967565.6			
Orange (SC)	2023	MDV	Aggregate	Aggregate	Electricity	3044.278972	35092983.13	0	0		35092983.13			
Orange (SC)	2023	MH	Aggregate	Aggregate	Gasoline	6790.047028	21095193.34	3996.791567	3996791.567	4879758.898	21095193.34	30432778.08	6.24	MH
Orange (SC)	2023	MH	Aggregate	Aggregate	Diesel	3077.212238	9337584.736	882.9673316	882967.3316		9337584.736			
Orange (SC)	2023	MHDT	Aggregate	Aggregate	Gasoline	7500.789376	123572972	24049.9144	24049914.4	76315857.6	123572972	717492402.7	9.40	MHDT
Orange (SC)	2023	MHDT	Aggregate	Aggregate	Diesel	28148.20967	593919430.7	52265.9432	52265943.2		593919430.7			
Orange (SC)	2023	OBUS	Aggregate	Aggregate	Gasoline	1014.708676	14302133.16	2741.062388	2741062.388	4341305.75	14302133.16	28535076.99	6.57	OBUS
Orange (SC)	2023	OBUS	Aggregate	Aggregate	Diesel	628.0669998	14232943.83	1600.243362	1600243.362		14232943.83			
Orange (SC)	2023	SBUS	Aggregate	Aggregate	Gasoline	557.167251	7497783.027	811.5853469	811585.3469	2510807.575	7497783.027	20348964.87	8.10	SBUS
Orange (SC)	2023	SBUS	Aggregate	Aggregate	Diesel	1252.958306	12851181.85	1699.222228	1699222.228		12851181.85			
Orange (SC)	2023	UBUS	Aggregate	Aggregate	Gasoline	213.5219131	6596313.703	1577.537862	1577537.862	8946691.048	6596313.703	35053346.45	3.92	UBUS
Orange (SC)	2023	UBUS	Aggregate	Aggregate	Diesel	0	0	0	0		0			
Orange (SC)	2023	UBUS	Aggregate	Aggregate	Natural Gas	751.3728408	28457032.74	7369.153186	7369153.186		28457032.74			