Greenhouse Gas Emissions Assessment
Gas Station and Convenience Store Project
City of Riverside, California

Kimley»Horn
Expect More. Experience Better.

Prepared by:

Kimley-Horn and Associates, Inc.
1100 W Town and Country Road, Suite 700
Orange, California 92868
Contact: Mr. Ace Malisos
714.939.1030

August 2026

TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 Project Location and Setting 1
1.2 Project Description 1

2 ENVIRONMENTAL SETTING 6
2.1 Greenhouse Gases and Climate Change 6

3 REGULATORY SETTING 8
3.1 Federal 8
3.2 State of California 10
3.3 Regional 20
3.4 Local 20

4 SIGNIFICANCE CRITERIA AND METHODOLOGY 24
4.1 Thresholds and Significance Criteria 24
4.2 Methodology 24

5 POTENTIAL IMPACTS AND MITIGATION 25
5.1 Greenhouse Gas Emissions 25
5.2 Greenhouse Gas Reduction Plan Compliance 26
5.3 Cumulative Setting, Impacts, and Mitigation Measures 30
Cumulative Setting 30
Cumulative Impacts 30

6 REFERENCES 32

TABLES
Table 1: Description of Greenhouse Gases 7
Table 2: Construction-Related Greenhouse Gas Emissions 22
Table 3: Project Greenhouse Gas Emissions 23
Table 4: Regional Transportation Plan/Sustainable Communities Strategy Consistency 24
Table 5: Project Consistency with Applicable CARB Scoping Plan Measures 26

FIGURES
Figure 1: Regional Location 3
Figure 2: Local Vicinity 4
Figure 3: Project Site Plan 5

APPENDIX
Appendix A: Greenhouse Gas Emissions Data

LIST OF ABBREVIATED TERMS

AB	Assembly Bill
ACF	Advanced Clean Fleets
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CFC	Chlorofluorocarbon
CPP	Clean Power Plan
cy	Cubic yard
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	Greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH_4	Methane
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
$MTCO_2e$	Metric tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF_3	Nitrogen trifluoride
N_2O	Nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Government
Sf	Square foot
SF_6	Sulfur hexafluoride
TAC	Toxic air contaminants

1 INTRODUCTION

This report documents the results of an updated Greenhouse Gas (GHG) Emissions Assessment completed for the Gas Station and Convenience Store Project ("Project" or "Proposed Project"). The updated assessment updates revisions to the Project description, applicable standards and planning documents, and associated GHG analysis since the previous GHG Assessment, and supersedes the prior assessment. The purpose of this GHG Emissions Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location and Setting

The Project site is located on the southeastern corner of Arlington Avenue and Monroe Street in the City of Riverside (City), within Riverside County (County), approximately three miles west of the State Route 91 (SR-91), approximately seven miles west of the Interstate 215 (I-215), and approximately six miles east of the Interstate 15 (I-15); refer to **Figure 1: Regional Location**.

The Project site is bounded by Arlington Avenue to the north, Monroe Street to the west, and residences to the east and south. Commercial uses are located to the north and west, across Arlington Avenue and Monroe Street. The Project site is an irregular, vacant, and unimproved rectangular-shaped site on approximately 1.3 acres. Based on aerial imagery, the site is predominately vacant and annually covered with scattered natural grasses and a single tree located in the southwestern portion of the site; refer to **Figure 2: Local Vicinity**.

1.2 Project Description

The proposed Project consists of the construction of a new gas station with a 7-Eleven convenience store. The Project proposes the development of a gas fueling area with 12 pumps at the eastern portion of the Project site. The Project also includes an approximately 4,650 square foot convenience store located on the northwestern portion of the site with associated facilities and improvements such as a kitchen, storage, and restroom spaces; refer to **Figure 3: Project Site Plan**. The store is proposed to operate 24 hours per day, seven days per week.

The Project site is currently undeveloped, but it is immediately surrounded by developed properties. The project as a whole encompasses several applications that will require approval by the City's Planning Commission and City Council.

1. General Plan Amendment: To amend the land use designation on parcels 191-150-033 and 191-150-032 from O – Office to MU-V – Mixed Use - Village.
2. Rezone: To change the zone on parcels 191-150-033 and 191-150-032 from R-1-7000 – Single Family Residential to CR – Commercial Retail and parcel 191-150-031 from MU-V – Mixed Use - Village to CR – Commercial Retail.
3. Conditional Use Permit: To permit the establishment of a gas station/convenience store with off-sale beer and wine sales in accordance with Table 19.150.020 of the City's Zoning Ordinance.
4. Design Review: Site design and building elevations.
5. Public Convenience and Necessity (PCN): For the off-sale consumption of alcohol from the convenience store. As of this writing, two off-sale licenses are allowed in this census tract per the allotment of the California Department of Beverage Control (ABC). Six off-sale licenses already exist in this census tract, and this establishment would increase that number to seven
6. Variance (VR): To allow the sale of alcoholic beverages within 1,000 feet of an existing business licensed by the State of California for off-sale general alcoholic beverage with less than 15,000 square feet of gross floor area or that sells alcoholic beverages as its principal business

Project Phasing and Construction

The Project is anticipated to be developed in one phase. Should the Project be approved, construction is anticipated to occur over a duration of approximately 14 months, commencing in the second half of 2026; the Project would be operational in the second half of 2027.

Figure 1: Regional Location

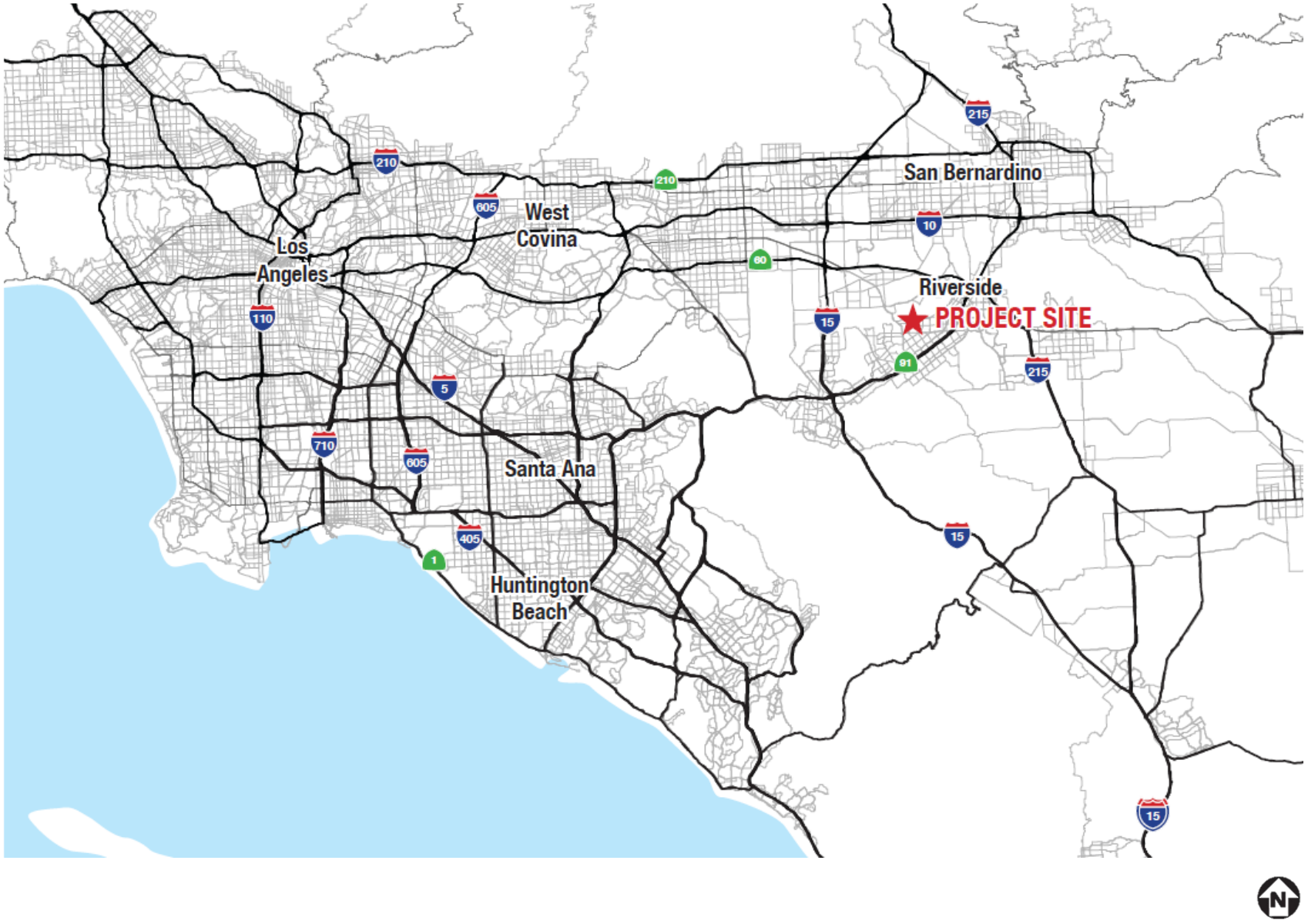
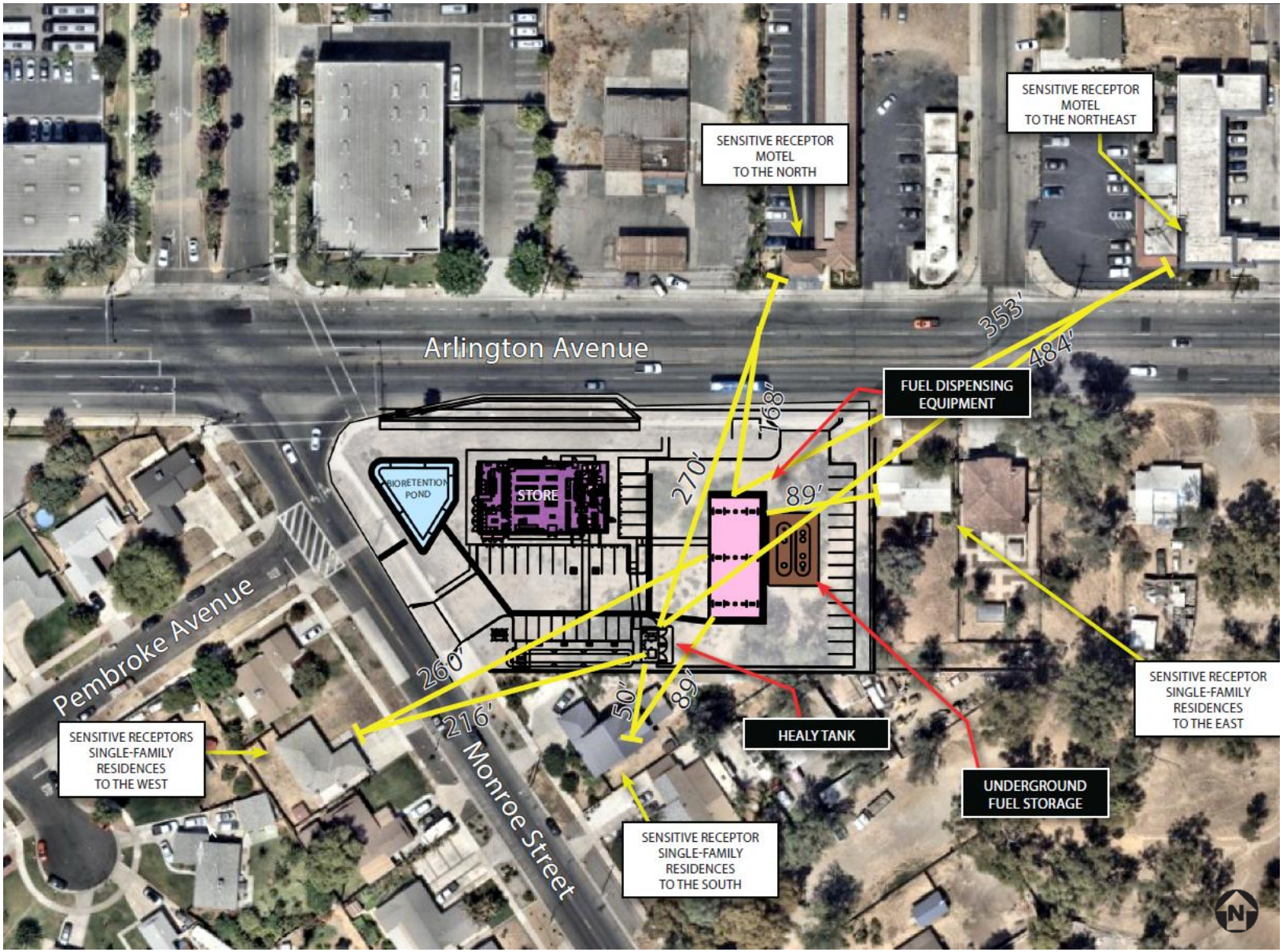


Figure 2: Local Vicinity



Figure 3: Project Site Plan



2 ENVIRONMENTAL SETTING

2.1 Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[1] **Table 1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 1: Description of Greenhouse Gases

Pollutant[1]	Human Health Effects
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities.

[1] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis*, *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_all_final.pdf. Accessed March 23, 2026.

	The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluoro-carbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacturing for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

3 REGULATORY SETTING

Recent federal actions have introduced uncertainty regarding the future of vehicle emission regulations in California. Historically, California has exercised authority under Clean Air Act (CAA) Section 209(b) waivers to implement more stringent GHG and zero-emission vehicle (ZEV) standards than federal requirements. However, the revocation of California's Federal CAA waivers and the adoption of House Joint Resolutions 87, 88, and 89 – which disapprove key federal rules supporting state-level emission programs – create ambiguity about the enforceability and continuity of these standards.

If these revocations and resolutions remain in effect, California may lose its ability to mandate advanced vehicle technologies and stricter GHG limits, potentially delaying fleet electrification and reducing anticipated emission reductions. Conversely, ongoing litigation and potential regulatory reversals could restore California's authority, but the timing and outcome remain uncertain. This regulatory instability complicates long-term projections of transportation-related GHG emissions and may affect assumptions regarding compliance pathways for projects subject to state and regional climate goals.

In response, CARB adopted the Emergency Vehicle Emissions Regulation to ensure that certain antecedent regulations (displaced by Advanced Clean Cars (ACC) II and Omnibus) remain operative (as previously adopted) with the caveat that CARB may enforce ACC II and Omnibus, to the extent permitted by law, in the event a court of law holds invalid the resolution purporting to disapprove those waivers.

3.1 Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

On April 9, 2025, President Trump signed an executive order calling for the sunset of various environmental regulations. The order affects pieces of several keystone energy and environmental legislation, including the Energy Independence and Security Act of 2007.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions. In February 2026, the U.S. EPA revoked the Endangerment Finding. This action removes the legal and scientific foundation that required the federal government to regulate greenhouse gas emissions under the Clean Air Act.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, EO 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 through 2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standard is projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 mpg if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021.

Federal standards for cars and light-duty trucks were updated several times between 2011 and 2026. The U.S. EPA later issued new GHG standards for model years 2023–2026 and began planning the next phase for 2027 and beyond. In 2016, the U.S. EPA and NHTSA adopted the Phase 2 program for medium- and heavy-duty vehicles, covering model years 2021–2027 (and certain trailers starting in 2018). The agencies estimated the program would cut CO_2 emissions by about 1.1 billion metric tons and reduce oil use by up to 2 billion barrels over the life of vehicles sold under the program.

In 2018, the President and the U.S. EPA signaled an intent to pause some federal GHG reduction efforts, including Phase 2. California and other states said they would challenge federal actions that delay or eliminate GHG reduction measures and would continue working with other countries on climate initiatives. In 2019, the U.S. EPA and NHTSA issued SAFE Vehicles Rule Part One, which revoked California's authority to set its own GHG standards and ZEV mandates. In 2020, SAFE Part Two set CO_2 and corporate

average fuel economy (CAFE) standards for model years 2021–2026. SAFE Part One was repealed effective January 28, 2022, and Part Two is under reconsideration.

On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two which sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021 through 2026. The U.S. EPA repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

In December 2021, the U.S. EPA finalized federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050[2]. As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024 through 2026 reduces fuel use by more than 200 billion gallons through 2050, as compared to the prior standards.[3] On June 7, 2024, the NHTSA announced the final rule for model years 2027 through 2031, including an estimated fleet average of approximately 50.4 mpg in model year 2031. These standards are projected to reduce fuel use by 70 billion gallons through 2050.[4]

Following the January 20, 2025 "Unleashing American Energy" EO, the U.S. EPA announced its intention to reconsider regulations and actions that rely on the Endangerment Finding on March 12, 2025. In June 6, 2025, the NHTSA published an interpretive rule stating it can revise the CAFE standards without considering of electrical vehicles. Therefore, implementation of these standards remains uncertain.

3.2 State of California

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2e in the world and produced 360.4 million metric tons of CO_2e in 2023.[5] In the state, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions.

[2] United States Environmental Protection Agency, Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026, 2021, https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed April 1, 2026.

[3] National Highway Traffic Safety Administration, USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026. 2022, https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026. Accessed April 1, 2026.

[4] National Highway Traffic Safety Administration, Corporate Average Fuel Economy, https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed April 1, 2026.

[5] California Air Resources Board, *California Greenhouse Gas Emissions from 2000 to 2023: Trends of Emissions and Other Indicators.* 2025, https://ww2.arb.ca.gov/sites/default/files/2025-11/nc-2000_2023_ghg_inventory_trends.pdf, accessed March 24, 2026.

Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

CARB Scoping Plan

Overview. CARB adopted the Scoping Plan to achieve AB 32 goals. The Scoping Plan and its updates establish an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual" [BAU]).[6] The Scoping Plan and its updates evaluate opportunities for sector-specific reductions, including the transportation sector, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program, which is discussed below.[7] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. The following includes an overview of key Scoping Plan elements, including the latest 2022 Scoping Plan.

Key Scoping Plan elements and its updates include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures (amendments to the Pavley Standard adopted 2009; ACC standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (LCFS) adopted 2009.

[6] CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

[7] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

- Creating targeted fees, including a public goods charge on water use, fees on gases with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The Mobile Source Strategy includes increasing ZEV buses and trucks.

The following revisions to the CARB Scoping Plan are provided chronologically.

Updated BAU Estimates and Inventory Forecasts. In 2012, CARB released revised estimates of the expected 2020 emissions reductions.[8] The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 $MMTCO_2e$ to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised BAU reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 was adjusted to 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

2014 Scoping Plan Update**.** In 2014, CARB adopted the first major update to the Scoping Plan.[9] The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

Senate Bill 32. In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels and is discussed further below. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. Two major updates to the Scoping Plan have occurred since the passing of SB 32 and AB 197 and are discussed further below.

[8] California Air Resources Board, Status of Scoping Plan Recommended Measures, page 1, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed April 1, 2026.

[9] California Air Resources Board, AB 32 Global Warming Solutions Act of 2006, https://ww2.arb.ca.gov/resources/fact-sheets/ab-32-global-warming-solutions-act-2006. Accessed April 1, 2026.

CARB 2017 Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.[10] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by EO B-30-15 and codified by SB 32; EO B-30-15 is discussed further below. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other federal actions. Key elements from the 2017 Scoping Plan update include:

- The California Sustainable Freight Action Plan aims to have 25 percent improvement of freight system efficiency by 2030 through the deployment of over 100,000 freight vehicles and equipment capable of zero-emission operation and maximizing near-zero-emission freight vehicles and equipment powered by renewable energy.
- The Cleaner Technology and Fuels Scenario of CARB's ongoing Mobile Source Strategy includes GHG regulations for medium-duty trucks and heavy-duty trucks, periodic assessment, and promotion of cleaner fleet standards, and increasing ZEV across all vehicle classes, including rail vehicles, along with charging infrastructure.

CARB 2022 Scoping Plan. On December 15, 2022, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan).[11] The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential (GWP); providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., climate action plan [CAP]) consistent with California Environmental Quality Act (CEQA) Statute and Guidelines §15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), since transportation constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place. The 2022 Scoping Plan also presents the following relevant strategies for transitioning the transportation sector:

[10] California Air Resources Board, California's 2017 Climate Change Scoping Plan, 2017, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf. Accessed April 1, 2026.

[11] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, 2022, https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed April 1, 2026.

- Transitioning vehicles to zero-emission technology by achieving 100 percent ZEV sales of light-duty vehicles (light trucks) by 2040.
- Promote private investment in the transition to ZEV technology, bolstered by regulatory certainty such as infrastructure credits in the LCFS for hydrogen and electricity and hydrogen station grants from the California Energy Commission's (CEC) Clean Transportation Program.
- Evaluate and align relevant CARB policies such as Advanced Clean Trucks (ACT), Advanced Clean Fleets (ACF), Zero-Emissions Forklifts, In-use Locomotives, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the LCFS.[12, 13, 14]

The 2022 Scoping Plan includes a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHG emissions and assist the State in meeting the 2022 Scoping Plan's ambitious targets. 2022 Scoping Plan Appendix D Section 3.2 includes approaches that lead agencies can consider when evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development to determine consistency with the 2022 Scoping Plan. Notably, this section focuses on the alignment of proposed plans and residential and mixed-use project types.[15] CARB specifically states that the 2022 Scoping Plan Appendix D is not exhaustive and does not address industrial development.[16] However, CARB plans to continue to explore new approaches for other development types in the future.[17]

Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

[12] On January 13, 2025, CARB withdrew their requests for Federal CAA waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: (1) the ACF Regulations; (2) the In-Use Locomotive Regulations; (3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and (4) part of the Transport Refrigeration Unit Engine Standards Regulations. Therefore, implementation of these regulations is currently unknown.

[13] The ACT Regulation, which requires manufacturers to sell increasing percentages of ZEVs, was granted a separate waiver in 2023. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT Regulation. On June 12, 2025, President Trump formally nullified the California's ACT Regulation (Congressional Resolutions H.J. Res 87 and H.J. Res 88, respectively).

[14] As part of a legal settlement, CARB has agreed to repeal the High Priority Fleet and Drayage Fleet requirements of the ACF regulation. Final action on the repeal is required by August 31, 2026.

[15] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions, page 10, 2022, https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp-appendix-d-local-actions_0.pdf. Accessed April 1, 2026.

[16] Ibid.

[17] Ibid.

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

The ACT Regulation was granted a separate waiver in 2023 by the Biden administration. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT Regulation (as well as the ACC II program and Heavy-Duty Omnibus regulation). On June 12, 2025, President Trump formally nullified California's ACT Regulation (Congressional Resolutions H.J. Res 87 and H.J. Res 88, respectively). Implementation is currently unknown.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

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. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions. In 2018, the U.S. EPA proposed the SAFE Vehicles Rule, which would roll back fuel economy standards and revoke California's waiver. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2 (2011) codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the

CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires State agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division, and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Non-residential Buildings (CCR Title 24, Part 6) 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 GHG emissions. In December 2024, the 2025 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Energy Code.[18]

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in December 2024 (2025 CALGreen Code) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen Code.[19]

3.3 Regional

South Coast Air Quality Management District Thresholds

The SCAQMD formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32

[18] California Energy Commission, 2025 Building Energy Efficiency Standards, 2025, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2025-building-energy-efficiency, accessed March 2026.

[19] California Energy Commission, 2025 California Green Building Standards Code (CALGreen), 2025, https://www.energy.ca.gov/proceeding/2025-california-green-building-standards-code-calgreen, accessed March2026.

GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO_2e ($MTCO_2e$) per year for industrial projects and a 3,000 $MTCO_2e$ threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) updates Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), every four years. The most recent Connect SoCal (*2024 - 2050* RTP/SCS) is a long-range vision plan for a more resilient and equitable future and contains policies and strategies for achieving the region's shared goals through 2050.[20]

The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Per SB 375, CARB has set GHG reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035. On May 10, 2024, the Federal Highway Administration and the Federal Transit Administration completed their review and determined the 2024 – 2050 RTP/SCS conformed with the applicable State Implementation Plan.

3.4 Local

City of Riverside General Plan

The City of Riverside's General Plan outlines the mitigation measures shall be implemented to address impacts related to greenhouse gas emissions:

[20] Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024.

MM Air 8: To reduce GHG emissions through reduced energy consumption and the procurement of lower-emission resources, Riverside Public Utilities (RPU) shall join the California Climate Action Registry (www.climateregistry.org) and comply with GHG regulations developed by the California Air Resources Board (CARB) and the California Energy Commission (CEC) pursuant to AB 32. RPU shall perform yearly GHG inventories according to the Power/Utility Protocol to identify and implement conservation measures and resource procurement practices that will reduce its GHG emissions.

MM Air 9: To reduce GHG emissions, the City's Environmental Relations Manager, working in conjunction with RPU shall develop, enhance, and/or implement programs to reduce energy consumption. Some examples of programs may be, but are not limited to:

- Replacing incandescent light bulbs with compact fluorescent lamps;
- Participating in the Energy Star Programs;
- Promotion of the use of energy efficient equipment and vehicles;
- Promotion of commercial and residential solar energy rebate programs; and
- Performance based, commercial/industrial energy efficiency rebate program.

MM Air 10: The City will implement an incentive-based program, Green Builder Program, by the end of 2008 to reduce GHG emissions through the energy consumption of proposed new development. A Riverside Green Builder home must meet five criteria:

- Energy Efficiency – built to exceed California Title 24 energy efficiency standards by 15%;
- Water Conservation – conserving 20,000 gallons of water per home per year;
- Waste Reduction – at least 50% of construction waste diverted from landfills;
- Wood Conservation – wood must be from a certified sustainable source and engineered wood products must be used; and
- Indoor Air Quality – Heating, Ventilating and Air Conditioning (HVAC) designed by a licensed engineer to Air Conditioning Contractors of America (ACCA) manual J, S and D or equivalent Sheet Metal and Air Conditioning Contractor's National Association (SMACNA) or American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) standards.

The program will offer incentives such as, but not limited to, faster processing times, same day inspections, etc. for homebuilders to implement green building techniques in the designs of their buildings.

The City of Riverside – Economic Prosperity Action Plan and Climate Action Plan

The City of Riverside CAP (City of Riverside 2016) was adopted in 2016, and is qualified to 2035, expands upon the efforts of the WRCOG Sub-regional CAP, employing local measures to help the City achieve its GHG reduction target for 2035. The process of developing the WRCOG Sub-regional CAP included ongoing coordination and information sharing among participating jurisdictions. To further develop local GHG reduction measures for the Riverside Restorative Growth print Climate Action Plan (RRG-CAP), the City conducted a more detailed assessment of local strategies and actions related to the measures in the Sub-regional CAP, expanding the discussion and analysis with respect to implementation (for post-2020 in

particular), costs and funding, performance metrics, and local co-benefits. Local reduction measures in the RRG-CAP are organized into four major sectors:

- Energy – including electricity and natural gas consumption
- Transportation and Land Use
- Water
- Solid Waste

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

According to State CEQA Guidelines Appendix G, a project would normally have a significant effect on the environment if it would:

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

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

4.2 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year.[21] As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix A: Greenhouse Gas Emissions Data**. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste and were quantified with CalEEMod.

[21] Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Greenhouse Gas Emissions

Threshold 5.1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in **Table 2: Construction-Related Greenhouse Gas Emissions in Metric Tons**.

Table 2: Construction-Related Greenhouse Gas Emissions in Metric Tons

Category	$MTCO_2e$
2026 Construction	80
2027 Construction	176
Total Construction Emissions	*256*
30-Year Amortized Construction	9

Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.

As shown, the Project would result in the generation of approximately 256 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[22] The amortized Project construction emissions would be 9 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in **Table 3: Project Greenhouse Gas Emissions in Metric Tons**. As shown in **Table 3**, the Project would generate approximately 1,491 $MTCO_2e$ annually from both construction and operations and the Project. Project-related GHG emissions would not exceed the 3,000 $MTCO_2e$ per year threshold. Therefore, the proposed Project would be less than significant, and no mitigation measures are required.

[22] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Table 3: Project Greenhouse Gas Emissions in Metric Tons

Emissions Source	$MTCO_2e$ per Year
Construction Amortized Over 30 Years	9
Area Source	0
Energy	43
Mobile	1,278
Waste	2
Water and Wastewater	0
Refrigerants	160
Total	**1,491**
Project-Level Bright Line Threshold	*3,000*
Exceeds Threshold?	**No**

Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

5.2 Greenhouse Gas Reduction Plan Compliance

Threshold 5.2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

City of Riverside Climate Action Plan Consistency

The City follows the 2016 Economic Prosperity Action Plan and Climate Action Plan, which serves as a long-term vision for how Riverside, along with neighboring cities, can be more environmentally friendly and provides guidance for residents, City staff, and decision makers in the community on how to achieve future sustainability goals. Over the past decade, the City of Riverside has progressively demonstrated its commitment to environmental quality, social equity, and economic prosperity for all. The Riverside Restorative Growthprint (RRG) embodies the City of Riverside's commitment to be an engaged and responsible steward of its natural resources (both locally and regionally); reflects the City's dedication to address climate change by reducing greenhouse gas (GHG) emissions; and defines the City's view that actions to reduce GHG emissions are opportunities to inspire economic development through investment in urban development, infrastructure, mobility systems, and entrepreneurship.

The proposed Project includes the construction of a gas station and a convenience store in an urban area that would serve the existing surrounding uses and is compatible with the City's long-term goals and would not conflict with any applicable plan or/and policy for the purpose of reducing GHG emissions.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On April 4, 2024, SCAG's Regional Council adopted 2024-2050 RTP/SCS, which is long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

[23] Under SB 375, SCAG's 2024-2050 RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent below 2005 levels by 2035.[24]

SCAG plays a critical role in project selection, programming, and administration of federal funds available to the region. The 2024-2050 RTP/SCS account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. Implementation of the 2024 RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. Strategic investments in infrastructure and transportation would improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas.

The 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the 2024-2050 RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the 2024-2050 RTP/SCS RTP/SCS goals is analyzed in detail in **Table 4: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 4: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	**N/A.** This is not a project-specific policy and is therefore not applicable.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	**N/A.** This is not a project-specific policy and is therefore not applicable.
Support planning for people of all ages, abilities, and backgrounds	**N/A.** This is not a project-specific policy and is therefore not applicable.
Communities: Develop, connect, and sustain communities that are livable and thriving	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances	**Consistent**. The Project site is located in an urban area in proximity to existing community services located near SR-91, I-215, and I-15. Additionally, the site is located near existing transit routes (Riverside Transit Route 13 and 15). As the Project proposes to develop commercial uses in an area served by existing transit routes and public transportation infrastructure, the Project would support mobility options. The Project will also add a service to the neighborhood such that residents will not have to travel as far for their gas station and convenience store needs, reducing travel

[23] Southern California Association of Governments, *Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy),* 2024, *https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf*, accessed March 2026.

[24] Ibid.

SCAG Goals	Compliance
	distances to these community amenities. Therefore, the Project would not conflict with this goal.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households	**N/A.** The Project does not propose residential uses.
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change	**Consistent.** As discussed in the *Air Quality Assessment*, the Project would not exceed SCAQMD's regional or localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's localized significance thresholds (LSTs) would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criterial pollutant health impacts. In addition, the Project would comply with all applicable efficiency requirements. The Project is located approximately 58 miles from the Pacific Ocean and would therefore not be subject to risks associated with sea level rise. Therefore, the project promotes GHG-reduction strategies and would not result in significant health impacts.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	**Consistent.** Although the Project does not include transportation improvements, the Project site is located within a suburban area near public transit services. Also, as discussed in the *Air Quality Assessment*, the Project would not exceed SCAQMD's regional air emissions thresholds. The Project would not violate any air quality standards or contribute significantly to existing air quality. Additionally, the project would promote more sustainable energy and water use by complying with Title 24 Energy Code and CALGreen standards.
Conserve the region's resources	**Consistent.** The Project site is located on vacant land that is not designated for agricultural uses, natural resources, or conservation. Therefore, project development would not result in a loss of the region's resources.
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region	
Improve access to jobs and educational resources	**Consistent.** The Project proposes the development of the convenience store and gas station with a convenience market in an area with residential and commercial land uses. Therefore, the location of the project would improve access to job opportunities.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	**N/A.** This is not a project-specific policy and is therefore not applicable.

N/A = Not Applicable
Sources: Southern California Association of Governments, *Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy)*, 2024.

As shown in **Table 4,** the Project would be consistent with all applicable stated goals of the 2024-2050 RTP/SCS. Project implementation would not result in any significant impacts or interfere with SCAG's ability to achieve the region's GHG emission reduction targets.

California Air Resource Board Scoping Plan Consistency

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan aims to achieve the AB 1279 targets primarily through ZE transportation (e.g., electrifying cars, buses, trains, and trucks) and decarbonizing the electricity and industrial sectors. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent ZEV in 2035 through Advanced Clean Cars II[25]; and implementing the Advanced Clean Fleets regulation to deploy ZEV buses and trucks.[26] Additional transportation policies include the Potential Phased Advanced Clean Equipment Regulation, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. Project GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

The 2022 Scoping Plan states that local Climate Action Plans that address the State's largest sources of emissions and prioritize transportation electrification, vehicle miles traveled (VMT) reduction, and building decarbonization, contribute to the alignment between local climate action and the State's climate goals. Project contributions to climate goals in relation to the largest sources of emissions are discussed further below:

- **VMT Reduction.** The 2022 Scoping Plan includes strategies to increase access to public transit by increasing density of development near transit. The Project would develop commercial uses near existing Riverside Transit Route 13 and 15, which provide access to destinations throughout the City. Additionally, the Project site is located within an urbanized area and is connected to the regional network via SR-91, I-215, and I-15. By developing commercial uses in an area served by existing public transportation infrastructure and transit routes, the Project would be consistent with the Scoping Plan's VMT reduction strategy.
- **Building Decarbonization.** Building decarbonization refers to emissions reduction strategies including maximizing energy efficiency, use of low- and zero-carbon electricity, demand flexibility, energy storage, use of very low- or no-GWP refrigerants and eliminating fuel combustion by

[25] On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for the Advanced Clean Cars II program. On June 12, 2025, the Trump Administration formally nullified the Advanced Clean Cars II program.

[26] On January 13, 2025, CARB withdrew their requests for Clean Air Act waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; (2) the In-Use Locomotive Regulations; (3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and (4) part of the Transport Refrigeration Unit Engine Standards Regulations. Therefore, implementation of these regulations is currently unknown.

electrifying appliances and equipment.[27] The Project would comply with Title 24 Energy Code and CALGreen standards.

As discussed herein, the Project would comply with the Energy Code, the CALGreen Code, and energy efficiency measures implemented by the City's Sustainability Action Plan. The Project's GHG emissions associated with energy and mobile sources (approximately 86 percent) would be further reduced by the 2022 Scoping Plan measures described above due to cleaner technology and fleet turnover. The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. Impacts would be less than significant, and no new mitigation measures are required.

Mitigation Measure: No mitigation is required.

Level of Significance: Less than significant impact.

Conclusion

The consistency analysis above demonstrates that the Project complies with the applicable GHG reduction actions/strategies at the state, regional, and local levels. Thus, pursuant to State CEQA Guidelines Section 15064.4(b)(3)[28], the Project's impact on GHG emissions are less than significant and no mitigation measures would be required.

5.3 Cumulative Setting, Impacts, and Mitigation Measures

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, the Project is consistent with and would not interfere with the implementation of the applicable State, regional, and local regulations, plans, and policies and Project-related GHG emissions would not exceed the 3,000 $MTCO_2e$ threshold of significance proposed by SCAQMD for non-industrial development projects. In addition, the

[27] California Air Resources Board, *2022 scoping Plan for Achieving Carbon Neutrality, Appendix F – Building Decarbonization,* 2022.

[28] CEQA Guidelines Section 15064.4(b)(3)

Project would be subject to all applicable regulatory requirements mentioned above that would reduce GHG emissions. As such, the Project would not result in a significant cumulative GHG impact.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

6 REFERENCES

1. 14 California Code of Regulations, § 15064(h)(3).
2. 14 California Code of Regulations, § 15064.4a.
3. California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, Appendix D: Local Actions, November 2022.
4. California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, November 2022.
5. California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017.
6. California Air Resources Board, *ACF Waiver Update*. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets. Accessed April 1, 2026.
7. CEQA Guidelines Section 15064.4(b)(3).
8. City of Riverside, *General Plan and Supporting Documents EIR, Section 5.3-Air Quality,* November 2007.
9. City of Riverside, *Economic Prosperity Action Plan and Climate Action Plan*, January 2016.
10. Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_all_final.pdf. Accessed April 1, 2026.
11. Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.
12. National Highway Traffic Safety Administration, *NHTSA Announces Final Rule for CAFE and HDPUV Standards*, available at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed April 1, 2026.
13. National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*. Available at: https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026, Accessed April 1, 2026.
14. Southern California Association of Governments, *Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy)*, 2024.
15. U.S. Environmental Protection Agency, *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*, 2021. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed April 1, 2026.
16. Trames Solutions Inc., *Arlington at Monroe Traffic Impact Analysis Project,* July 2025.

Appendix A

Greenhouse Gas Emissions Data

[7-Eleven Arlington Gas Station]
CalEEMod Assumptions

Land Use

Land Use	Size	Metric
Convenience Market with Gas Pumps	12	Pump
Parking Lot	49.38	KSF
KSF = thousand square feet; DU = dwelling unit		

Construction

Schedule

Phase Name	Start Date	End Date	Workdays
Site Preparation	9/1/2026	9/21/2026	15
Grading	9/22/2026	10/12/2026	15
Construction Building	10/13/2026	10/11/2027	260
Paving	10/13/2027	10/25/2027	9
Architectural Coating	10/26/2027	11/8/2027	10

Equipment

Construction Phase	Equipment	Number per Day	Hours Per Day
Site Preparation	Graders	1	8
	Rubber Tired Dozers	1	7
	Tractors/Loaders/Backhoes	1	8
Grading	Graders	1	8
	Rubber Tired Dozers	1	8
	Tractors/Loaders/Backhoes	2	7
Building Construction	Cranes	1	6
	Forklifts	1	6
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	6
	Welders	3	8
Paving	Tractors/Loaders/Backhoes	1	8
	Cement and Mortar Mixers	1	6
	Pavers	1	6
	Paving Equipment	1	8
	Rollers	1	7
Architectural Coating	Air Compressors	1	6

Worker, Vendor, and Haul Trips

Trip Type	# One-Way Trips/Day	Trip Length (miles)
Site Preparation		
Worker	8	18.5
Vendor	-	10.2
Hauling	0	20

On-Site Truck	-	-
Grading		
Worker	10	18.5
Vendor	-	10.2
Hauling	0	20
On-Site Truck	-	-
Building Construction		
Worker	2	18.5
Vendor	1	10.2
Hauling	0	20
On-Site Truck	-	-
Paving		
Worker	13	18.5
Vendor	-	10.2
Hauling	0	20
On-Site Truck	-	-
Architectural Coating		
Worker	1	18.5
Vendor	-	10.2
Hauling	0	20
On-Site Truck	-	-

Operations

Vehicle Data

Land Use	Size	Metric	Trip Rate	Daily Trip Generation
Convenience Market with Gas Pumps	12	Pump	64.25	771
Parking Lot	49.38	KSF	0	
Total Daily Trips	-	-	-	**771**
KSF = thousand square feet; DU = dwelling unit				
100% primary trips; trip lengths and trip type distributions are CalEEMod defaults				

Trip Length

Land Use	Trip Length (miles)		
	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Convenience Market with Gas Pumps	20.73	8.71	6.12
Parking Lot	20.73	8.71	6.12

Trip Purpose and Percent

Land Use	Trip Percent (%)			Trip Purpose (%)		
	Primary	Diverted	Pass-By	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Convenience Market with Gas Pumps	100	0	0	44.24	7.25	48.51
Parking Lot	100	0	0	44.24	7.25	48.51

Fleet Mix

Land Use	HHD %	LDA %	LDT1 %	LDT2 %	LHD1 %	LHD2 %	MCY %	MDV %	MH %	MHD %	OBUS %	SBUS %	UBUS %
Convenience Market with Gas Pumps	1.64	49.57	3.70	20.85	3.09	0.88	2.28	15.70	0.57	1.49	0.06	0.13	0.04
Parking Lot	1.64	49.57	3.70	20.85	3.09	0.88	2.28	15.70	0.57	1.49	0.06	0.13	0.04

Quantified Measures

#	Measure	Notes
Construction		
C-5	Use Advanced Engine Tiers	Use Advanced Engine Tiers

7-Eleven Arlington Gas Station Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

2.2.2. Onsite Construction Emissions by Year, Unmitigated

2.2.3. Offsite Construction Emissions by Year, Unmitigated

2.2.4. Total Construction Emissions by Year, Mitigated

2.2.5. Onsite Construction Emissions by Year, Mitigated

2.2.6. Offsite Construction Emissions by Year, Mitigated

2.3. Operations Emissions Compared Against Thresholds

2.4. Operations Emissions by Sector, Unmitigated

2.5. Operations Emissions by Sector, Mitigated

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

3.1.2. Offsite - Unmitigated

3.1.3. Onsite - Mitigated

3.1.4. Offsite - Mitigated

3.2. Grading (2026)

3.2.1. Onsite - Unmitigated

3.2.2. Offsite - Unmitigated

3.2.3. Onsite - Mitigated

3.2.4. Offsite - Mitigated

3.3. Construction Building (2026)

3.3.1. Onsite - Unmitigated

3.3.2. Offsite - Unmitigated

3.3.3. Onsite - Mitigated

3.3.4. Offsite - Mitigated

3.4. Construction Building (2027)

3.4.1. Onsite - Unmitigated

3.4.2. Offsite - Unmitigated

3.4.3. Onsite - Mitigated

3.4.4. Offsite - Mitigated

3.5. Paving (2027)

3.5.1. Onsite - Unmitigated

3.5.2. Offsite - Unmitigated

3.5.3. Onsite - Mitigated

3.5.4. Offsite - Mitigated

3.6. Architectural Coating (2027)

3.6.1. Onsite - Unmitigated

3.6.2. Offsite - Unmitigated

3.6.3. Onsite - Mitigated

3.6.4. Offsite - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures
7. Health and Equity Details
7.1. CalEnviroScreen 4.0 Scores
7.2. Healthy Places Index Scores
7.3. Overall Health & Equity Scores
7.4. Health & Equity Measures
7.5. Evaluation Scorecard
7.6. Health & Equity Custom Measures
8. User Changes to Default Data
8.1. Justifications
8.3. Land Use
8.4. Construction
8.4.1. Construction Phases
8.5. Operations
8.5.1. Mobile Sources
8.5.1.1. Vehicle Data
8.6. Measure Input Overrides
8.6.1. Construction Measure Inputs

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	7-Eleven Arlington Gas Station
Construction Start Date	9/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20000
Precipitation (days)	18.0000
Location	33.94563343272887, -117.44483998597256
County	Riverside-South Coast
City	Riverside
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5422
EDFZ	11
Electric Utility	City of Riverside
Gas Utility	Southern California Gas
App Version	2022.1.1.41

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Convenience Market with Gas Pumps	12.0000	Pump	0.03889	4,650.00	2,599.00	—	—	—
Parking Lot	49.3790	1000sqft	1.13359	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.74280	1.46721	12.8959	14.7517	0.02266	0.57894	1.97218	2.55112	0.53263	0.92107	1.45369	—	2,592.96	2,592.96	0.10543	0.02466	0.46717	2,603.41
Mit.	0.23003	0.22529	1.34462	11.4095	0.01794	0.05207	1.97218	2.00878	0.04956	0.92107	0.95766	—	2,081.94	2,081.94	0.08470	0.02051	0.46717	2,090.64
% Reduced	87%	85%	90%	23%	21%	91%	—	21%	91%	—	34%	—	20%	20%	20%	17%	—	20%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.82384	5.79989	12.9005	14.5782	0.02266	0.57894	1.97218	2.55112	0.53263	0.92107	1.45369	—	2,581.86	2,581.86	0.10157	0.02488	0.01363	2,591.83
Mit.	5.68669	5.68654	1.35147	11.2360	0.01794	0.05252	1.97218	2.00878	0.04997	0.92107	0.95766	—	2,070.84	2,070.84	0.08084	0.02073	0.01363	2,079.06
% Reduced	2%	2%	90%	23%	21%	91%	—	21%	91%	—	34%	—	20%	20%	20%	17%	—	20%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.83517	0.72253	4.73437	5.76141	0.01117	0.15010	0.15591	0.24642	0.13811	0.07185	0.15512	—	1,055.94	1,055.94	0.04224	0.01077	0.03450	1,060.24
Mit.	0.29558	0.28303	0.78195	3.84982	0.00665	0.02968	0.15025	0.16113	0.02826	0.07124	0.08172	—	706.352	706.352	0.02806	0.00793	0.03450	709.451
% Reduced	65%	61%	83%	33%	40%	80%	4%	35%	80%	—	47%	—	33%	33%	34%	26%	—	33%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15242	0.13186	0.86402	1.05146	0.00204	0.02739	0.02845	0.04497	0.02521	0.01311	0.02831	—	174.823	174.823	0.00699	0.00178	0.00571	175.535
Mit.	0.05394	0.05165	0.14271	0.70259	0.00121	0.00542	0.02742	0.02941	0.00516	0.01300	0.01491	—	116.945	116.945	0.00464	0.00131	0.00571	117.458
% Reduced	65%	61%	83%	33%	40%	80%	4%	35%	80%	1%	47%	—	33%	33%	34%	26%	—	33%

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.74280	1.46721	12.8959	14.7517	0.02266	0.57894	1.97218	2.55112	0.53263	0.92107	1.45369	—	2,592.96	2,592.96	0.10543	0.02466	0.46717	2,603.41
2027	1.17480	0.97749	8.28210	10.0134	0.01959	0.26166	0.02597	0.28763	0.24075	0.00636	0.24712	—	1,843.58	1,843.58	0.07381	0.01869	0.11992	1,851.11
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.74059	1.46479	12.9005	14.5782	0.02266	0.57894	1.97218	2.55112	0.53263	0.92107	1.45369	—	2,581.86	2,581.86	0.10157	0.02488	0.01213	2,591.83
2027	5.82384	5.79989	8.28383	9.98948	0.01959	0.26166	0.16339	0.33204	0.24075	0.03830	0.24712	—	1,841.98	1,841.98	0.07383	0.01869	0.01363	1,849.39
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.32546	0.27203	2.33207	2.67249	0.00478	0.09050	0.15591	0.24642	0.08327	0.07185	0.15512	—	483.523	483.523	0.01924	0.00482	0.02343	485.464
2027	0.83517	0.72253	4.73437	5.76141	0.01117	0.15010	0.01836	0.16846	0.13811	0.00445	0.14256	—	1,055.94	1,055.94	0.04224	0.01077	0.03450	1,060.24
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	0.05940	0.04964	0.42560	0.48773	0.00087	0.01652	0.02845	0.04497	0.01520	0.01311	0.02831	—	80.0528	80.0528	0.00319	0.00080	0.00388	80.3742
2027	0.15242	0.13186	0.86402	1.05146	0.00204	0.02739	0.00335	0.03074	0.02521	0.00081	0.02602	—	174.823	174.823	0.00699	0.00178	0.00571	175.535

2.2.2. Onsite Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.69573	1.42488	12.8567	14.0337	0.02266	0.57894	1.84147	2.42041	0.53263	0.89043	1.42306	—	2,455.05	2,455.05	0.09959	0.01992	0.00000	2,463.47
2027	1.16707	0.97105	8.25338	9.90715	0.01942	0.26132	0.00000	0.26132	0.24041	0.00000	0.24041	—	1,800.91	1,800.91	0.07305	0.01461	0.00000	1,807.09
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.69573	1.42488	12.8567	14.0337	0.02266	0.57894	1.84147	2.42041	0.53263	0.89043	1.42306	—	2,455.05	2,455.05	0.09959	0.01992	0.00000	2,463.47
2027	5.82257	5.79876	8.25338	9.90715	0.01942	0.26132	0.00000	0.26132	0.24041	0.00000	0.24041	—	1,800.91	1,800.91	0.07305	0.01461	0.00000	1,807.09
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.32105	0.26818	2.32350	2.61705	0.00476	0.09045	0.14260	0.23305	0.08321	0.06869	0.15190	—	467.703	467.703	0.01897	0.00379	0.00000	469.308
2027	0.82970	0.71794	4.71577	5.69698	0.01107	0.14991	0.00000	0.14991	0.13792	0.00000	0.13792	—	1,029.01	1,029.01	0.04174	0.00835	0.00000	1,032.54
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05859	0.04894	0.42404	0.47761	0.00087	0.01651	0.02602	0.04253	0.01519	0.01254	0.02772	—	77.4336	77.4336	0.00314	0.00063	0.00000	77.6993
2027	0.15142	0.13102	0.86063	1.03970	0.00202	0.02736	0.00000	0.02736	0.02517	0.00000	0.02517	—	170.364	170.364	0.00691	0.00138	0.00000	170.948

2.2.3. Offsite Construction Emissions by Year, Unmitigated

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

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

2026	0.04707	0.04233	0.03924	0.71805	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	137.912	137.912	0.00584	0.00474	0.46717	139.938
2027	0.00773	0.00644	0.02872	0.10623	0.00017	0.00034	0.02597	0.02631	0.00034	0.00636	0.00670	—	42.6634	42.6634	0.00076	0.00408	0.11992	44.0178
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04486	0.03990	0.04376	0.54454	0.00017	0.00034	0.13071	0.13071	0.00034	0.03064	0.03064	—	126.813	126.813	0.00198	0.00496	0.01213	128.353
2027	0.05360	0.04740	0.04905	0.62763	0.00017	0.00034	0.16339	0.16339	0.00034	0.03830	0.03830	—	155.611	155.611	0.00220	0.00592	0.01363	157.446
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00441	0.00385	0.00857	0.05545	0.00003	0.00005	0.01331	0.01337	0.00005	0.00316	0.00321	—	15.8201	15.8201	0.00027	0.00103	0.02343	16.1564
2027	0.00547	0.00459	0.01861	0.06443	0.00010	0.00019	0.01836	0.01855	0.00019	0.00445	0.00464	—	26.9349	26.9349	0.00049	0.00242	0.03450	27.7021
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00080	0.00070	0.00156	0.01012	< 0.000005	0.00001	0.00243	0.00244	0.00001	0.00058	0.00059	—	2.61920	2.61920	0.00004	0.00017	0.00388	2.67488
2027	0.00100	0.00084	0.00340	0.01176	0.00002	0.00003	0.00335	0.00339	0.00003	0.00081	0.00085	—	4.45938	4.45938	0.00008	0.00040	0.00571	4.58640

2.2.4. Total Construction Emissions by Year, Mitigated

Includes both onsite and offsite emissions.

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.23003	0.22529	0.99067	11.4095	0.01794	0.03659	1.97218	2.00878	0.03659	0.92107	0.95766	—	2,081.94	2,081.94	0.08470	0.02051	0.46717	2,090.64
2027	0.22831	0.20641	1.34462	6.61155	0.01155	0.05207	0.02597	0.07804	0.04956	0.00636	0.05592	—	1,221.14	1,221.14	0.04856	0.01364	0.11992	1,226.54
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.22876	0.22287	1.35147	11.2360	0.01794	0.05252	1.97218	2.00878	0.04997	0.92107	0.95766	—	2,070.84	2,070.84	0.08084	0.02073	0.01213	2,079.06
2027	5.68669	5.68654	1.34701	7.51839	0.01155	0.05207	0.16339	0.19321	0.04956	0.03830	0.06716	—	1,219.54	1,219.54	0.04858	0.01397	0.01363	1,224.83
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	0.05232	0.04852	0.28430	1.83889	0.00311	0.01088	0.15025	0.16113	0.01048	0.07124	0.08172	—	341.732	341.732	0.01349	0.00367	0.02343	343.187
2027	0.29558	0.28303	0.78195	3.84982	0.00665	0.02968	0.01836	0.04804	0.02826	0.00445	0.03271	—	706.352	706.352	0.02806	0.00793	0.03450	709.451
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00955	0.00885	0.05188	0.33560	0.00057	0.00199	0.02742	0.02941	0.00191	0.01300	0.01491	—	56.5777	56.5777	0.00223	0.00061	0.00388	56.8185
2027	0.05394	0.05165	0.14271	0.70259	0.00121	0.00542	0.00335	0.00877	0.00516	0.00081	0.00597	—	116.945	116.945	0.00464	0.00131	0.00571	117.458

2.2.5. Onsite Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.18297	0.18297	0.95142	10.6915	0.01794	0.03659	1.84147	1.87807	0.03659	0.89043	0.92702	—	1,944.03	1,944.03	0.07886	0.01577	0.00000	1,950.70
2027	0.22059	0.19997	1.31590	6.50531	0.01138	0.05173	0.00000	0.05173	0.04922	0.00000	0.04922	—	1,178.48	1,178.48	0.04780	0.00956	0.00000	1,182.53
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.22107	0.20037	1.31941	10.6915	0.01794	0.05217	1.84147	1.87807	0.04963	0.89043	0.92702	—	1,944.03	1,944.03	0.07886	0.01577	0.00000	1,950.70
2027	5.68542	5.68542	1.31590	6.89076	0.01138	0.05173	0.00000	0.05173	0.04922	0.00000	0.04922	—	1,178.48	1,178.48	0.04780	0.00956	0.00000	1,182.53
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04791	0.04467	0.27572	1.78345	0.00309	0.01083	0.13694	0.14776	0.01043	0.06808	0.07851	—	325.912	325.912	0.01322	0.00264	0.00000	327.031
2027	0.29011	0.27844	0.76335	3.78539	0.00655	0.02949	0.00000	0.02949	0.02807	0.00000	0.02807	—	679.417	679.417	0.02756	0.00551	0.00000	681.749
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00874	0.00815	0.05032	0.32548	0.00056	0.00198	0.02499	0.02697	0.00190	0.01242	0.01433	—	53.9585	53.9585	0.00219	0.00044	0.00000	54.1437
2027	0.05295	0.05082	0.13931	0.69083	0.00120	0.00538	0.00000	0.00538	0.00512	0.00000	0.00512	—	112.485	112.485	0.00456	0.00091	0.00000	112.871

2.2.6. Offsite Construction Emissions by Year, Mitigated

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

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

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04707	0.04233	0.03924	0.71805	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	137.912	137.912	0.00584	0.00474	0.46717	139.938
2027	0.00773	0.00644	0.02872	0.10623	0.00017	0.00034	0.02597	0.02631	0.00034	0.00636	0.00670	—	42.6634	42.6634	0.00076	0.00408	0.11992	44.0178
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04486	0.03990	0.04376	0.54454	0.00017	0.00034	0.13071	0.13071	0.00034	0.03064	0.03064	—	126.813	126.813	0.00198	0.00496	0.01213	128.353
2027	0.05360	0.04740	0.04905	0.62763	0.00017	0.00034	0.16339	0.16339	0.00034	0.03830	0.03830	—	155.611	155.611	0.00220	0.00592	0.01363	157.446
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00441	0.00385	0.00857	0.05545	0.00003	0.00005	0.01331	0.01337	0.00005	0.00316	0.00321	—	15.8201	15.8201	0.00027	0.00103	0.02343	16.1564
2027	0.00547	0.00459	0.01861	0.06443	0.00010	0.00019	0.01836	0.01855	0.00019	0.00445	0.00464	—	26.9349	26.9349	0.00049	0.00242	0.03450	27.7021
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00080	0.00070	0.00156	0.01012	< 0.000005	0.00001	0.00243	0.00244	0.00001	0.00058	0.00059	—	2.61920	2.61920	0.00004	0.00017	0.00388	2.67488
2027	0.00100	0.00084	0.00340	0.01176	0.00002	0.00003	0.00335	0.00339	0.00003	0.00081	0.00085	—	4.45938	4.45938	0.00008	0.00040	0.00571	4.58640

2.3. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.58866	3.27778	3.14629	29.9572	0.07847	0.05748	6.97515	7.03262	0.05402	1.77031	1.82433	2.98090	8,271.21	8,274.19	0.60642	0.34361	989.426	9,381.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.36246	3.05378	3.36953	24.7843	0.07364	0.05715	6.97515	7.03229	0.05377	1.77031	1.82408	2.98090	7,783.40	7,786.38	0.61574	0.35457	964.693	8,872.13

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.36496	3.05336	3.43443	25.8413	0.07434	0.05738	6.89470	6.95208	0.05394	1.75020	1.80414	2.98090	7,854.40	7,857.38	0.61651	0.35782	974.998	8,954.42
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.61410	0.55724	0.62678	4.71604	0.01357	0.01047	1.25828	1.26875	0.00984	0.31941	0.32926	0.49352	1,300.38	1,300.88	0.10207	0.05924	161.422	1,482.51

2.4. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.43140	3.12444	3.12363	29.7374	0.07833	0.05552	6.97515	7.03067	0.05215	1.77031	1.82246	—	8,012.62	8,012.62	0.28813	0.34084	25.3912	8,146.79
Area	0.15496	0.15218	0.00170	0.20223	0.00001	0.00036	—	0.00036	0.00027	—	0.00027	—	0.83164	0.83164	0.00003	0.00001	—	0.83464
Energy	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	256.464	256.464	0.01961	0.00216	—	257.596
Water	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Waste	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	3.58866	3.27778	3.14629	29.9572	0.07847	0.05748	6.97515	7.03262	0.05402	1.77031	1.82433	2.98090	8,271.21	8,274.19	0.60642	0.34361	989.426	9,381.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.24119	2.93365	3.34857	24.7667	0.07351	0.05555	6.97515	7.03070	0.05218	1.77031	1.82249	—	7,525.64	7,525.64	0.29747	0.35182	0.65837	7,638.58
Area	0.11897	0.11897	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	256.464	256.464	0.01961	0.00216	—	257.596
Water	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Waste	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	3.36246	3.05378	3.36953	24.7843	0.07364	0.05715	6.97515	7.03229	0.05377	1.77031	1.82408	2.98090	7,783.40	7,786.38	0.61574	0.35457	964.693	8,872.13

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.21903	2.91049	3.41230	25.6852	0.07421	0.05554	6.89470	6.95024	0.05216	1.75020	1.80236	—	7,596.07	7,596.07	0.29822	0.35506	10.9637	7,720.30
Area	0.14362	0.14172	0.00117	0.13852	0.00001	0.00025	—	0.00025	0.00019	—	0.00019	—	0.56961	0.56961	0.00002	< 0.000005	—	0.57167
Energy	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	256.464	256.464	0.01961	0.00216	—	257.596
Water	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Waste	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	3.36496	3.05336	3.43443	25.8413	0.07434	0.05738	6.89470	6.95208	0.05394	1.75020	1.80414	2.98090	7,854.40	7,857.38	0.61651	0.35782	974.998	8,954.42
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58747	0.53116	0.62274	4.68755	0.01354	0.01014	1.25828	1.26842	0.00952	0.31941	0.32893	—	1,257.62	1,257.62	0.04937	0.05879	1.81517	1,278.18
Area	0.02621	0.02586	0.00021	0.02528	< 0.000005	0.00004	—	0.00004	0.00003	—	0.00003	—	0.09431	0.09431	< 0.000005	< 0.000005	—	0.09465
Energy	0.00042	0.00021	0.00383	0.00321	0.00002	0.00029	—	0.00029	0.00029	—	0.00029	—	42.4605	42.4605	0.00325	0.00036	—	42.6480
Water	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.21366	0.25347	0.00410	0.00010	—	0.38541
Waste	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	159.607	159.607
Total	0.61410	0.55724	0.62678	4.71604	0.01357	0.01047	1.25828	1.26875	0.00984	0.31941	0.32926	0.49352	1,300.38	1,300.88	0.10207	0.05924	161.422	1,482.51

2.5. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.43140	3.12444	3.12363	29.7374	0.07833	0.05552	6.97515	7.03067	0.05215	1.77031	1.82246	—	8,012.62	8,012.62	0.28813	0.34084	25.3912	8,146.79
Area	0.15496	0.15218	0.00170	0.20223	0.00001	0.00036	—	0.00036	0.00027	—	0.00027	—	0.83164	0.83164	0.00003	0.00001	—	0.83464
Energy	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	256.464	256.464	0.01961	0.00216	—	257.596
Water	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787

Waste	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	3.58866	3.27778	3.14629	29.9572	0.07847	0.05748	6.97515	7.03262	0.05402	1.77031	1.82433	2.98090	8,271.21	8,274.19	0.60642	0.34361	989.426	9,381.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.24119	2.93365	3.34857	24.7667	0.07351	0.05555	6.97515	7.03070	0.05218	1.77031	1.82249	—	7,525.64	7,525.64	0.29747	0.35182	0.65837	7,638.58
Area	0.11897	0.11897	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	256.464	256.464	0.01961	0.00216	—	257.596
Water	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Waste	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	3.36246	3.05378	3.36953	24.7843	0.07364	0.05715	6.97515	7.03229	0.05377	1.77031	1.82408	2.98090	7,783.40	7,786.38	0.61574	0.35457	964.693	8,872.13
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.21903	2.91049	3.41230	25.6852	0.07421	0.05554	6.89470	6.95024	0.05216	1.75020	1.80236	—	7,596.07	7,596.07	0.29822	0.35506	10.9637	7,720.30
Area	0.14362	0.14172	0.00117	0.13852	0.00001	0.00025	—	0.00025	0.00019	—	0.00019	—	0.56961	0.56961	0.00002	< 0.000005	—	0.57167
Energy	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	256.464	256.464	0.01961	0.00216	—	257.596
Water	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Waste	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	3.36496	3.05336	3.43443	25.8413	0.07434	0.05738	6.89470	6.95208	0.05394	1.75020	1.80414	2.98090	7,854.40	7,857.38	0.61651	0.35782	974.998	8,954.42
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58747	0.53116	0.62274	4.68755	0.01354	0.01014	1.25828	1.26842	0.00952	0.31941	0.32893	—	1,257.62	1,257.62	0.04937	0.05879	1.81517	1,278.18
Area	0.02621	0.02586	0.00021	0.02528	< 0.000005	0.00004	—	0.00004	0.00003	—	0.00003	—	0.09431	0.09431	< 0.000005	< 0.000005	—	0.09465
Energy	0.00042	0.00021	0.00383	0.00321	0.00002	0.00029	—	0.00029	0.00029	—	0.00029	—	42.4605	42.4605	0.00325	0.00036	—	42.6480
Water	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.21366	0.25347	0.00410	0.00010	—	0.38541
Waste	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	159.607	159.607
Total	0.61410	0.55724	0.62678	4.71604	0.01357	0.01047	1.25828	1.26875	0.00984	0.31941	0.32926	0.49352	1,300.38	1,300.88	0.10207	0.05924	161.422	1,482.51

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.46980	1.23504	11.0389	11.7202	0.01906	0.50687	—	0.50687	0.46633	—	0.46633	—	2,064.92	2,064.92	0.08376	0.01675	—	2,072.01
Dust From Material Movement	—	—	—	—	—	—	1.62852	1.62852	—	0.78099	0.78099	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06040	0.05075	0.45365	0.48165	0.00078	0.02083	—	0.02083	0.01916	—	0.01916	—	84.8599	84.8599	0.00344	0.00069	—	85.1511

Dust From Material Movement	—	—	—	—	—	—	0.06693	0.06693	—	0.03210	0.03210	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01102	0.00926	0.08279	0.08790	0.00014	0.00380	—	0.00380	0.00350	—	0.00350	—	14.0495	14.0495	0.00057	0.00011	—	14.0977
Dust From Material Movement	—	—	—	—	—	—	0.01221	0.01221	—	0.00586	0.00586	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03530	0.03175	0.02943	0.53853	0.00000	0.00000	0.09803	0.09803	0.00000	0.02298	0.02298	—	103.434	103.434	0.00438	0.00355	0.35038	104.953
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00138	0.00122	0.00147	0.01756	0.00000	0.00000	0.00398	0.00398	0.00000	0.00093	0.00093	—	3.95817	3.95817	0.00006	0.00015	0.00622	4.01148
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00025	0.00022	0.00027	0.00320	0.00000	0.00000	0.00073	0.00073	0.00000	0.00017	0.00017	—	0.65532	0.65532	0.00001	0.00003	0.00103	0.66415
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.3. Onsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14068	0.14068	0.73154	7.91840	0.01382	0.02814	—	0.02814	0.02814	—	0.02814	—	1,496.84	1,496.84	0.06072	0.01214	—	1,501.98
Dust From Material Movement	—	—	—	—	—	—	1.49066	1.49066	—	0.76610	0.76610	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00578	0.00578	0.03006	0.32541	0.00057	0.00116	—	0.00116	0.00116	—	0.00116	—	61.5139	61.5139	0.00250	0.00050	—	61.7250
Dust From Material Movement	—	—	—	—	—	—	0.06126	0.06126	—	0.03148	0.03148	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00106	0.00106	0.00549	0.05939	0.00010	0.00021	—	0.00021	0.00021	—	0.00021	—	10.1843	10.1843	0.00041	0.00008	—	10.2193
Dust From Material Movement	—	—	—	—	—	—	0.01118	0.01118	—	0.00575	0.00575	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.4. Offsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03530	0.03175	0.02943	0.53853	0.00000	0.00000	0.09803	0.09803	0.00000	0.02298	0.02298	—	103.434	103.434	0.00438	0.00355	0.35038	104.953
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00138	0.00122	0.00147	0.01756	0.00000	0.00000	0.00398	0.00398	0.00000	0.00093	0.00093	—	3.95817	3.95817	0.00006	0.00015	0.00622	4.01148
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00025	0.00022	0.00027	0.00320	0.00000	0.00000	0.00073	0.00073	0.00000	0.00017	0.00017	—	0.65532	0.65532	0.00001	0.00003	0.00103	0.66415

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Grading (2026)

3.2.1. Onsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69573	1.42488	12.8567	14.0337	0.02266	0.57894	—	0.57894	0.53263	—	0.53263	—	2,455.05	2,455.05	0.09959	0.01992	—	2,463.47
Dust From Material Movement	—	—	—	—	—	—	1.84147	1.84147	—	0.89043	0.89043	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69573	1.42488	12.8567	14.0337	0.02266	0.57894	—	0.57894	0.53263	—	0.53263	—	2,455.05	2,455.05	0.09959	0.01992	—	2,463.47
Dust From Material Movement	—	—	—	—	—	—	1.84147	1.84147	—	0.89043	0.89043	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06969	0.05856	0.52836	0.57673	0.00093	0.02379	—	0.02379	0.02189	—	0.02189	—	100.892	100.892	0.00409	0.00082	—	101.239
Dust From Material Movement	—	—	—	—	—	—	0.07568	0.07568	—	0.03659	0.03659	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01272	0.01069	0.09643	0.10525	0.00017	0.00434	—	0.00434	0.00399	—	0.00399	—	16.7039	16.7039	0.00068	0.00014	—	16.7612
Dust From Material Movement	—	—	—	—	—	—	0.01381	0.01381	—	0.00668	0.00668	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04707	0.04233	0.03924	0.71805	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	137.912	137.912	0.00584	0.00474	0.46717	139.938
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04486	0.03990	0.04376	0.54454	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	126.813	126.813	0.00198	0.00496	0.01213	128.353
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00183	0.00163	0.00197	0.02341	0.00000	0.00000	0.00531	0.00531	0.00000	0.00124	0.00124	—	5.27756	5.27756	0.00008	0.00020	0.00829	5.34864
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00033	0.00030	0.00036	0.00427	0.00000	0.00000	0.00097	0.00097	0.00000	0.00023	0.00023	—	0.87376	0.87376	0.00001	0.00003	0.00137	0.88553
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.3. Onsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18297	0.18297	0.95142	10.6915	0.01794	0.03659	—	0.03659	0.03659	—	0.03659	—	1,944.03	1,944.03	0.07886	0.01577	—	1,950.70
Dust From Material Movement	—	—	—	—	—	—	1.84147	1.84147	—	0.89043	0.89043	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18297	0.18297	0.95142	10.6915	0.01794	0.03659	—	0.03659	0.03659	—	0.03659	—	1,944.03	1,944.03	0.07886	0.01577	—	1,950.70
Dust From Material Movement	—	—	—	—	—	—	1.84147	1.84147	—	0.89043	0.89043	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00752	0.00752	0.03910	0.43938	0.00074	0.00150	—	0.00150	0.00150	—	0.00150	—	79.8917	79.8917	0.00324	0.00065	—	80.1659
Dust From Material Movement	—	—	—	—	—	—	0.07568	0.07568	—	0.03659	0.03659	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00137	0.00137	0.00714	0.08019	0.00013	0.00027	—	0.00027	0.00027	—	0.00027	—	13.2270	13.2270	0.00054	0.00011	—	13.2724
Dust From Material Movement	—	—	—	—	—	—	0.01381	0.01381	—	0.00668	0.00668	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.4. Offsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04707	0.04233	0.03924	0.71805	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	137.912	137.912	0.00584	0.00474	0.46717	139.938
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04486	0.03990	0.04376	0.54454	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	126.813	126.813	0.00198	0.00496	0.01213	128.353
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00183	0.00163	0.00197	0.02341	0.00000	0.00000	0.00531	0.00531	0.00000	0.00124	0.00124	—	5.27756	5.27756	0.00008	0.00020	0.00829	5.34864
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00033	0.00030	0.00036	0.00427	0.00000	0.00000	0.00097	0.00097	0.00000	0.00023	0.00023	—	0.87376	0.87376	0.00001	0.00003	0.00137	0.88553
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Construction Building (2026)

3.3.1. Onsite - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.21973	1.01475	8.56875	9.95599	0.01942	0.29272	—	0.29272	0.26930	—	0.26930	—	1,800.96	1,800.96	0.07305	0.01461	—	1,807.14
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19096	0.15886	1.34149	1.55867	0.00304	0.04583	—	0.04583	0.04216	—	0.04216	—	281.951	281.951	0.01144	0.00229	—	282.918
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03485	0.02899	0.24482	0.28446	0.00055	0.00836	—	0.00836	0.00769	—	0.00769	—	46.6802	46.6802	0.00189	0.00038	—	46.8403
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00668	0.00594	0.00651	0.08103	0.00000	0.00000	0.01945	0.01945	0.00000	0.00456	0.00456	—	18.8697	18.8697	0.00030	0.00074	0.00181	19.0989
Vendor	0.00102	0.00046	0.02555	0.00780	0.00017	0.00034	0.00652	0.00686	0.00034	0.00180	0.00214	—	22.9585	22.9585	0.00051	0.00355	0.00162	24.0294
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00104	0.00092	0.00111	0.01327	0.00000	0.00000	0.00301	0.00301	0.00000	0.00070	0.00070	—	2.99162	2.99162	0.00005	0.00012	0.00470	3.03192
Vendor	0.00016	0.00007	0.00402	0.00121	0.00003	0.00005	0.00101	0.00106	0.00005	0.00028	0.00033	—	3.59276	3.59276	0.00008	0.00056	0.00422	3.76438
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00019	0.00017	0.00020	0.00242	0.00000	0.00000	0.00055	0.00055	0.00000	0.00013	0.00013	—	0.49530	0.49530	0.00001	0.00002	0.00078	0.50197
Vendor	0.00003	0.00001	0.00073	0.00022	< 0.000005	0.00001	0.00018	0.00019	0.00001	0.00005	0.00006	—	0.59482	0.59482	0.00001	0.00009	0.00070	0.62324
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.3. Onsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22107	0.20037	1.31941	6.50668	0.01138	0.05217	—	0.05217	0.04963	—	0.04963	—	1,178.54	1,178.54	0.04781	0.00956	—	1,182.58
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03461	0.03137	0.20656	1.01866	0.00178	0.00817	—	0.00817	0.00777	—	0.00777	—	184.507	184.507	0.00748	0.00150	—	185.140
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00632	0.00572	0.03770	0.18591	0.00033	0.00149	—	0.00149	0.00142	—	0.00142	—	30.5472	30.5472	0.00124	0.00025	—	30.6520
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.4. Offsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00668	0.00594	0.00651	0.08103	0.00000	0.00000	0.01945	0.01945	0.00000	0.00456	0.00456	—	18.8697	18.8697	0.00030	0.00074	0.00181	19.0989
Vendor	0.00102	0.00046	0.02555	0.00780	0.00017	0.00034	0.00652	0.00686	0.00034	0.00180	0.00214	—	22.9585	22.9585	0.00051	0.00355	0.00162	24.0294
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00104	0.00092	0.00111	0.01327	0.00000	0.00000	0.00301	0.00301	0.00000	0.00070	0.00070	—	2.99162	2.99162	0.00005	0.00012	0.00470	3.03192
Vendor	0.00016	0.00007	0.00402	0.00121	0.00003	0.00005	0.00101	0.00106	0.00005	0.00028	0.00033	—	3.59276	3.59276	0.00008	0.00056	0.00422	3.76438
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00019	0.00017	0.00020	0.00242	0.00000	0.00000	0.00055	0.00055	0.00000	0.00013	0.00013	—	0.49530	0.49530	0.00001	0.00002	0.00078	0.50197
Vendor	0.00003	0.00001	0.00073	0.00022	< 0.000005	0.00001	0.00018	0.00019	0.00001	0.00005	0.00006	—	0.59482	0.59482	0.00001	0.00009	0.00070	0.62324
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Construction Building (2027)

3.4.1. Onsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.16707	0.97105	8.25338	9.90715	0.01942	0.26132	—	0.26132	0.24041	—	0.24041	—	1,800.91	1,800.91	0.07305	0.01461	—	1,807.09
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.16707	0.97105	8.25338	9.90715	0.01942	0.26132	—	0.26132	0.24041	—	0.24041	—	1,800.91	1,800.91	0.07305	0.01461	—	1,807.09
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64863	0.53968	4.58700	5.50613	0.01079	0.14523	—	0.14523	0.13361	—	0.13361	—	1,000.90	1,000.90	0.04060	0.00812	—	1,004.33

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11837	0.09849	0.83713	1.00487	0.00197	0.02651	—	0.02651	0.02438	—	0.02438	—	165.710	165.710	0.00672	0.00134	—	166.279
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00671	0.00597	0.00517	0.09884	0.00000	0.00000	0.01945	0.01945	0.00000	0.00456	0.00456	—	20.1412	20.1412	0.00023	0.00071	0.06257	20.4197
Vendor	0.00102	0.00047	0.02356	0.00739	0.00017	0.00034	0.00652	0.00686	0.00034	0.00180	0.00214	—	22.5222	22.5222	0.00053	0.00337	0.05735	23.5981
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00638	0.00564	0.00584	0.07471	0.00000	0.00000	0.01945	0.01945	0.00000	0.00456	0.00456	—	18.5240	18.5240	0.00026	0.00071	0.00162	18.7423
Vendor	0.00100	0.00044	0.02461	0.00761	0.00017	0.00034	0.00652	0.00686	0.00034	0.00180	0.00214	—	22.5393	22.5393	0.00051	0.00337	0.00149	23.5590
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00355	0.00314	0.00358	0.04358	0.00000	0.00000	0.01068	0.01068	0.00000	0.00250	0.00250	—	10.4254	10.4254	0.00015	0.00039	0.01500	10.5608
Vendor	0.00057	0.00025	0.01365	0.00417	0.00010	0.00019	0.00359	0.00378	0.00019	0.00099	0.00118	—	12.5212	12.5212	0.00029	0.00188	0.01376	13.1011
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00065	0.00057	0.00065	0.00795	0.00000	0.00000	0.00195	0.00195	0.00000	0.00046	0.00046	—	1.72604	1.72604	0.00002	0.00006	0.00248	1.74847

Vendor	0.00010	0.00005	0.00249	0.00076	0.00002	0.00003	0.00065	0.00069	0.00003	0.00018	0.00022	—	2.07303	2.07303	0.00005	0.00031	0.00228	2.16903
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.3. Onsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22059	0.19997	1.31590	6.50531	0.01138	0.05173	—	0.05173	0.04922	—	0.04922	—	1,178.48	1,178.48	0.04780	0.00956	—	1,182.53
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22059	0.19997	1.31590	6.50531	0.01138	0.05173	—	0.05173	0.04922	—	0.04922	—	1,178.48	1,178.48	0.04780	0.00956	—	1,182.53
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12260	0.11114	0.73134	3.61548	0.00632	0.02875	—	0.02875	0.02736	—	0.02736	—	654.968	654.968	0.02657	0.00531	—	657.216
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.02237	0.02028	0.13347	0.65982	0.00115	0.00525	—	0.00525	0.00499	—	0.00499	—	108.437	108.437	0.00440	0.00088	—	108.810
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.4. Offsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00671	0.00597	0.00517	0.09884	0.00000	0.00000	0.01945	0.01945	0.00000	0.00456	0.00456	—	20.1412	20.1412	0.00023	0.00071	0.06257	20.4197
Vendor	0.00102	0.00047	0.02356	0.00739	0.00017	0.00034	0.00652	0.00686	0.00034	0.00180	0.00214	—	22.5222	22.5222	0.00053	0.00337	0.05735	23.5981
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00638	0.00564	0.00584	0.07471	0.00000	0.00000	0.01945	0.01945	0.00000	0.00456	0.00456	—	18.5240	18.5240	0.00026	0.00071	0.00162	18.7423
Vendor	0.00100	0.00044	0.02461	0.00761	0.00017	0.00034	0.00652	0.00686	0.00034	0.00180	0.00214	—	22.5393	22.5393	0.00051	0.00337	0.00149	23.5590
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00355	0.00314	0.00358	0.04358	0.00000	0.00000	0.01068	0.01068	0.00000	0.00250	0.00250	—	10.4254	10.4254	0.00015	0.00039	0.01500	10.5608
Vendor	0.00057	0.00025	0.01365	0.00417	0.00010	0.00019	0.00359	0.00378	0.00019	0.00099	0.00118	—	12.5212	12.5212	0.00029	0.00188	0.01376	13.1011
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00065	0.00057	0.00065	0.00795	0.00000	0.00000	0.00195	0.00195	0.00000	0.00046	0.00046	—	1.72604	1.72604	0.00002	0.00006	0.00248	1.74847
Vendor	0.00010	0.00005	0.00249	0.00076	0.00002	0.00003	0.00065	0.00069	0.00003	0.00018	0.00022	—	2.07303	2.07303	0.00005	0.00031	0.00228	2.16903
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Paving (2027)

3.5.1. Onsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54404	0.45646	4.29849	6.48965	0.00940	0.16865	—	0.16865	0.15516	—	0.15516	—	991.534	991.534	0.04022	0.00804	—	994.937
Paving	0.33000	0.33000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01341	0.01126	0.10599	0.16002	0.00023	0.00416	—	0.00416	0.00383	—	0.00383	—	24.4488	24.4488	0.00099	0.00020	—	24.5327
Paving	0.00814	0.00814	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00245	0.00205	0.01934	0.02920	0.00004	0.00076	—	0.00076	0.00070	—	0.00070	—	4.04778	4.04778	0.00016	0.00003	—	4.06167
Paving	0.00148	0.00148	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05360	0.04740	0.04905	0.62763	0.00000	0.00000	0.16339	0.16339	0.00000	0.03830	0.03830	—	155.611	155.611	0.00220	0.00592	0.01363	157.446
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00132	0.00117	0.00134	0.01624	0.00000	0.00000	0.00398	0.00398	0.00000	0.00093	0.00093	—	3.88554	3.88554	0.00005	0.00015	0.00559	3.93603
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00024	0.00021	0.00024	0.00296	0.00000	0.00000	0.00073	0.00073	0.00000	0.00017	0.00017	—	0.64330	0.64330	0.00001	0.00002	0.00093	0.65165
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.3. Onsite - Mitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14671	0.13811	1.29796	6.89076	0.00940	0.02983	—	0.02983	0.02886	—	0.02886	—	991.534	991.534	0.04022	0.00804	—	994.937
Paving	0.33000	0.33000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00362	0.00341	0.03200	0.16991	0.00023	0.00074	—	0.00074	0.00071	—	0.00071	—	24.4488	24.4488	0.00099	0.00020	—	24.5327
Paving	0.00814	0.00814	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00066	0.00062	0.00584	0.03101	0.00004	0.00013	—	0.00013	0.00013	—	0.00013	—	4.04778	4.04778	0.00016	0.00003	—	4.06167
Paving	0.00148	0.00148	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.4. Offsite - Mitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05360	0.04740	0.04905	0.62763	0.00000	0.00000	0.16339	0.16339	0.00000	0.03830	0.03830	—	155.611	155.611	0.00220	0.00592	0.01363	157.446
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00132	0.00117	0.00134	0.01624	0.00000	0.00000	0.00398	0.00398	0.00000	0.00093	0.00093	—	3.88554	3.88554	0.00005	0.00015	0.00559	3.93603
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00024	0.00021	0.00024	0.00296	0.00000	0.00000	0.00073	0.00073	0.00000	0.00017	0.00017	—	0.64330	0.64330	0.00001	0.00002	0.00093	0.65165
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Architectural Coating (2027)

3.6.1. Onsite - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971

Architectural	5.68542	5.68542	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00376	0.00311	0.02277	0.03083	0.00005	0.00052	—	0.00052	0.00048	—	0.00048	—	3.65788	3.65788	0.00015	0.00003	—	3.67044
Architectural Coatings	0.15576	0.15576	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00069	0.00057	0.00416	0.00563	0.00001	0.00010	—	0.00010	0.00009	—	0.00009	—	0.60560	0.60560	0.00002	< 0.000005	—	0.60768
Architectural Coatings	0.02843	0.02843	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00128	0.00113	0.00117	0.01494	0.00000	0.00000	0.00389	0.00389	0.00000	0.00091	0.00091	—	3.70479	3.70479	0.00005	0.00014	0.00032	3.74846
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00003	0.00003	0.00004	0.00043	0.00000	0.00000	0.00011	0.00011	0.00000	0.00002	0.00002	—	0.10279	0.10279	< 0.000005	< 0.000005	0.00015	0.10412
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00001	0.00001	0.00001	0.00008	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.000005	< 0.000005	—	0.01702	0.01702	< 0.000005	< 0.000005	0.00002	0.01724
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.3. Onsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.68542	5.68542	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15576	0.15576	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02843	0.02843	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.4. Offsite - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00128	0.00113	0.00117	0.01494	0.00000	0.00000	0.00389	0.00389	0.00000	0.00091	0.00091	—	3.70479	3.70479	0.00005	0.00014	0.00032	3.74846
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00003	0.00003	0.00004	0.00043	0.00000	0.00000	0.00011	0.00011	0.00000	0.00002	0.00002	—	0.10279	0.10279	< 0.000005	< 0.000005	0.00015	0.10412
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00001	0.00001	0.00001	0.00008	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.000005	< 0.000005	—	0.01702	0.01702	< 0.000005	< 0.000005	0.00002	0.01724
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	3.43140	3.12444	3.12363	29.7374	0.07833	0.05552	6.97515	7.03067	0.05215	1.77031	1.82246	—	8,012.62	8,012.62	0.28813	0.34084	25.3912	8,146.79
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	3.43140	3.12444	3.12363	29.7374	0.07833	0.05552	6.97515	7.03067	0.05215	1.77031	1.82246	—	8,012.62	8,012.62	0.28813	0.34084	25.3912	8,146.79
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	3.24119	2.93365	3.34857	24.7667	0.07351	0.05555	6.97515	7.03070	0.05218	1.77031	1.82249	—	7,525.64	7,525.64	0.29747	0.35182	0.65837	7,638.58

Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	3.24119	2.93365	3.34857	24.7667	0.07351	0.05555	6.97515	7.03070	0.05218	1.77031	1.82249	—	7,525.64	7,525.64	0.29747	0.35182	0.65837	7,638.58
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.58747	0.53116	0.62274	4.68755	0.01354	0.01014	1.25828	1.26842	0.00952	0.31941	0.32893	—	1,257.62	1,257.62	0.04937	0.05879	1.81517	1,278.18
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.58747	0.53116	0.62274	4.68755	0.01354	0.01014	1.25828	1.26842	0.00952	0.31941	0.32893	—	1,257.62	1,257.62	0.04937	0.05879	1.81517	1,278.18

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	3.43140	3.12444	3.12363	29.7374	0.07833	0.05552	6.97515	7.03067	0.05215	1.77031	1.82246	—	8,012.62	8,012.62	0.28813	0.34084	25.3912	8,146.79
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	3.43140	3.12444	3.12363	29.7374	0.07833	0.05552	6.97515	7.03067	0.05215	1.77031	1.82246	—	8,012.62	8,012.62	0.28813	0.34084	25.3912	8,146.79
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	3.24119	2.93365	3.34857	24.7667	0.07351	0.05555	6.97515	7.03070	0.05218	1.77031	1.82249	—	7,525.64	7,525.64	0.29747	0.35182	0.65837	7,638.58

Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	3.24119	2.93365	3.34857	24.7667	0.07351	0.05555	6.97515	7.03070	0.05218	1.77031	1.82249	—	7,525.64	7,525.64	0.29747	0.35182	0.65837	7,638.58
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.58747	0.53116	0.62274	4.68755	0.01354	0.01014	1.25828	1.26842	0.00952	0.31941	0.32893	—	1,257.62	1,257.62	0.04937	0.05879	1.81517	1,278.18
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.58747	0.53116	0.62274	4.68755	0.01354	0.01014	1.25828	1.26842	0.00952	0.31941	0.32893	—	1,257.62	1,257.62	0.04937	0.05879	1.81517	1,278.18

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	179.422	179.422	0.01349	0.00163	—	180.246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	52.0281	52.0281	0.00391	0.00047	—	52.2672
Total	—	—	—	—	—	—	—	—	—	—	—	—	231.450	231.450	0.01740	0.00211	—	232.513
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	179.422	179.422	0.01349	0.00163	—	180.246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	52.0281	52.0281	0.00391	0.00047	—	52.2672
Total	—	—	—	—	—	—	—	—	—	—	—	—	231.450	231.450	0.01740	0.00211	—	232.513
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	29.7053	29.7053	0.00223	0.00027	—	29.8418
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	8.61385	8.61385	0.00065	0.00008	—	8.65342
Total	—	—	—	—	—	—	—	—	—	—	—	—	38.3192	38.3192	0.00288	0.00035	—	38.4952

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	179.422	179.422	0.01349	0.00163	—	180.246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	52.0281	52.0281	0.00391	0.00047	—	52.2672
Total	—	—	—	—	—	—	—	—	—	—	—	—	231.450	231.450	0.01740	0.00211	—	232.513
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	179.422	179.422	0.01349	0.00163	—	180.246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	52.0281	52.0281	0.00391	0.00047	—	52.2672
Total	—	—	—	—	—	—	—	—	—	—	—	—	231.450	231.450	0.01740	0.00211	—	232.513
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	29.7053	29.7053	0.00223	0.00027	—	29.8418
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	8.61385	8.61385	0.00065	0.00008	—	8.65342
Total	—	—	—	—	—	—	—	—	—	—	—	—	38.3192	38.3192	0.00288	0.00035	—	38.4952

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00042	0.00021	0.00383	0.00321	0.00002	0.00029	—	0.00029	0.00029	—	0.00029	—	4.14128	4.14128	0.00037	0.00001	—	4.15277
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00042	0.00021	0.00383	0.00321	0.00002	0.00029	—	0.00029	0.00029	—	0.00029	—	4.14128	4.14128	0.00037	0.00001	—	4.15277

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00231	0.00115	0.02096	0.01761	0.00013	0.00159	—	0.00159	0.00159	—	0.00159	—	25.0136	25.0136	0.00221	0.00005	—	25.0830
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00042	0.00021	0.00383	0.00321	0.00002	0.00029	—	0.00029	0.00029	—	0.00029	—	4.14128	4.14128	0.00037	0.00001	—	4.15277
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00042	0.00021	0.00383	0.00321	0.00002	0.00029	—	0.00029	0.00029	—	0.00029	—	4.14128	4.14128	0.00037	0.00001	—	4.15277

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10339	0.10339	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01558	0.01558	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipm	0.03599	0.03321	0.00170	0.20223	0.00001	0.00036	—	0.00036	0.00027	—	0.00027	—	0.83164	0.83164	0.00003	0.00001	—	0.83464
Total	0.15496	0.15218	0.00170	0.20223	0.00001	0.00036	—	0.00036	0.00027	—	0.00027	—	0.83164	0.83164	0.00003	0.00001	—	0.83464
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10339	0.10339	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01558	0.01558	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.11897	0.11897	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01887	0.01887	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00284	0.00284	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00450	0.00415	0.00021	0.02528	< 0.000005	0.00004	—	0.00004	0.00003	—	0.00003	—	0.09431	0.09431	< 0.000005	< 0.000005	—	0.09465
Total	0.02621	0.02586	0.00021	0.02528	< 0.000005	0.00004	—	0.00004	0.00003	—	0.00003	—	0.09431	0.09431	< 0.000005	< 0.000005	—	0.09465

4.3.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10339	0.10339	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01558	0.01558	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03599	0.03321	0.00170	0.20223	0.00001	0.00036	—	0.00036	0.00027	—	0.00027	—	0.83164	0.83164	0.00003	0.00001	—	0.83464
Total	0.15496	0.15218	0.00170	0.20223	0.00001	0.00036	—	0.00036	0.00027	—	0.00027	—	0.83164	0.83164	0.00003	0.00001	—	0.83464
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10339	0.10339	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01558	0.01558	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.11897	0.11897	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01887	0.01887	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00284	0.00284	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.00450	0.00415	0.00021	0.02528	< 0.000005	0.00004	—	0.00004	0.00003	—	0.00003	—	0.09431	0.09431	< 0.000005	< 0.000005	—	0.09465
Total	0.02621	0.02586	0.00021	0.02528	< 0.000005	0.00004	—	0.00004	0.00003	—	0.00003	—	0.09431	0.09431	< 0.000005	< 0.000005	—	0.09465

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.21366	0.25347	0.00410	0.00010	—	0.38541
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.21366	0.25347	0.00410	0.00010	—	0.38541

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.24046	1.29049	1.53095	0.02475	0.00060	—	2.32787
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.21366	0.25347	0.00410	0.00010	—	0.38541
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.21366	0.25347	0.00410	0.00010	—	0.38541

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

Total	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

Total	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	159.607	159.607
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	159.607	159.607

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	964.035	964.035
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	159.607	159.607

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	159.607	159.607

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	9/1/2026	9/21/2026	5.00000	15.0000	—
Grading	Grading	9/22/2026	10/12/2026	5.00000	15.0000	—
Construction Building	Building Construction	10/13/2026	10/11/2027	5.00000	260.000	—
Paving	Paving	10/13/2027	10/25/2027	5.00000	9.00000	—
Architectural Coating	Architectural Coating	10/26/2027	11/8/2027	5.00000	10.00000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.000000	7.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	7.00000	84.0000	0.37000
Construction Building	Cranes	Diesel	Average	1.000000	6.00000	367.000	0.29000
Construction Building	Forklifts	Diesel	Average	1.000000	6.00000	82.0000	0.20000
Construction Building	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Construction Building	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	84.0000	0.37000
Construction Building	Welders	Diesel	Average	3.00000	8.00000	46.0000	0.45000
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	1.000000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	6.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	1.000000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	1.000000	7.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Tier 4 Final	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.000000	8.00000	367.000	0.40000
Construction Building	Cranes	Diesel	Tier 4 Final	1.000000	6.00000	367.000	0.29000
Construction Building	Forklifts	Diesel	Tier 4 Final	1.000000	6.00000	82.0000	0.20000
Construction Building	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Construction Building	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	6.00000	84.0000	0.37000
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	1.000000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Tier 4 Final	1.000000	6.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Tier 4 Final	1.000000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Tier 4 Final	1.000000	7.00000	36.0000	0.38000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	7.50000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.00000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	—	10.2000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT

Construction Building	Worker	1.48800	18.5000	LDA,LDT1,LDT2
Construction Building	Vendor	0.76214	10.2000	HHDT,MHDT
Construction Building	Hauling	0.00000	20.0000	HHDT
Construction Building	Onsite truck	—	—	HHDT
Paving	Worker	12.5000	18.5000	LDA,LDT1,LDT2
Paving	Vendor	—	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.29760	18.5000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	7.50000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.00000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	—	10.2000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Construction Building	Worker	1.48800	18.5000	LDA,LDT1,LDT2
Construction Building	Vendor	0.76214	10.2000	HHDT,MHDT
Construction Building	Hauling	0.00000	20.0000	HHDT
Construction Building	Onsite truck	—	—	HHDT
Paving	Worker	12.5000	18.5000	LDA,LDT1,LDT2

Paving	Vendor	—	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.29760	18.5000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	6,975.00	2,325.00	2,962.74

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	14.0625	0.00000	0.00000
Grading	—	—	15.0000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	1.13359

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Convenience Market with Gas Pumps	0.00000	0%
Paving	Parking Lot	1.13359	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	449.423	0.03300	0.00400
2027	0.00000	439.020	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Convenience Market with Gas Pumps	771.000	771.000	771.000	281,415	9,849.26	9,849.26	9,849.26	3,594,979
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Convenience Market with Gas Pumps	771.000	771.000	771.000	281,415	9,849.26	9,849.26	9,849.26	3,594,979
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Convenience Market with Gas Pumps	Wood Fireplaces	0	0
Convenience Market with Gas Pumps	Gas Fireplaces	0	0
Convenience Market with Gas Pumps	Propane Fireplaces	0	0
Convenience Market with Gas Pumps	Electric Fireplaces	0	0
Convenience Market with Gas Pumps	No Fireplaces	0	0
Convenience Market with Gas Pumps	Conventional Wood Stoves	0	0
Convenience Market with Gas Pumps	Catalytic Wood Stoves	0	0
Convenience Market with Gas Pumps	Non-Catalytic Wood Stoves	0	0
Convenience Market with Gas Pumps	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	6,975.00	2,325.00	2,962.74

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	149,171	439.020	0.0330	0.0040	78,049.1
Parking Lot	43,256.0	439.020	0.0330	0.0040	0.00000

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	149,171	439.020	0.0330	0.0040	78,049.1

Parking Lot	43,256.0	439.020	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Convenience Market with Gas Pumps	125,486	41,209.0
Parking Lot	0.00000	0.00000

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Convenience Market with Gas Pumps	125,486	41,209.0
Parking Lot	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	5.08487	0.00000
Parking Lot	0.00000	0.00000

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	5.08487	0.00000
Parking Lot	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922.00	26.5200	16.5000	16.5000	18.0000

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922.00	26.5200	16.5000	16.5000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	25.5400	annual days of extreme heat
Extreme Precipitation	2.35000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	2.10000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	93.6279
AQ-PM	92.9932

AQ-DPM	45.7996
Drinking Water	77.3698
Lead Risk Housing	67.3472
Pesticides	0.00000
Toxic Releases	65.6414
Traffic	33.8000
Effect Indicators	—
CleanUp Sites	31.2430
Groundwater	80.1096
Haz Waste Facilities/Generators	85.4798
Impaired Water Bodies	0.00000
Solid Waste	0.00000
Sensitive Population	—
Asthma	45.5882
Cardio-vascular	47.7567
Low Birth Weights	45.0603
Socioeconomic Factor Indicators	—
Education	72.2475
Housing	69.1508
Linguistic	62.6607
Poverty	71.2186
Unemployment	61.5305

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	37.49518799

Employed	50.32721673
Median HI	26.84460413
Education	—
Bachelor's or higher	23.67509303
High school enrollment	5.787244963
Preschool enrollment	67.21416656
Transportation	—
Auto Access	23.89323752
Active commuting	27.70435006
Social	—
2-parent households	14.66700885
Voting	28.85923264
Neighborhood	—
Alcohol availability	41.48594893
Park access	15.64224304
Retail density	50.63518542
Supermarket access	77.19748492
Tree canopy	20.35159759
Housing	—
Homeownership	42.2302066
Housing habitability	43.74438599
Low-inc homeowner severe housing cost burden	28.71808033
Low-inc renter severe housing cost burden	36.30180932
Uncrowded housing	41.35762864
Health Outcomes	—
Insured adults	14.39753625
Arthritis	11.5
Asthma ER Admissions	51.8

High Blood Pressure	11.6
Cancer (excluding skin)	30.9
Asthma	19.7
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	12.3
Diagnosed Diabetes	28.6
Life Expectancy at Birth	5.4
Cognitively Disabled	14.5
Physically Disabled	21.0
Heart Attack ER Admissions	51.0
Mental Health Not Good	28.5
Chronic Kidney Disease	10.6
Obesity	20.3
Pedestrian Injuries	40.2
Physical Health Not Good	25.2
Stroke	17.3
Health Risk Behaviors	—
Binge Drinking	57.0
Current Smoker	25.4
No Leisure Time for Physical Activity	27.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	39.2
Elderly	39.0
English Speaking	47.2
Foreign-born	38.7
Outdoor Workers	42.1

Climate Change Adaptive Capacity	—
Impervious Surface Cover	52.9
Traffic Density	34.1
Traffic Access	23.0
Other Indices	—
Hardship	74.1
Other Decision Support	—
2016 Voting	36.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	72.0000
Healthy Places Index Score for Project Location (b)	20.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Convenience market building 4,650 sf (0.1067 acre) + landscape area 2,599 sf (0.0597 acre) + parking lot (1.134 acre) = 1.3 acre
Construction: Construction Phases	No demolition
Operations: Vehicle Data	Based on the trip generation.

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Building Area	sq. ft	1,694.00	4,650.00
Landscape Area	sq. ft	—	2,599.00

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	9/30/2026	9/1/2026
Site Preparation	Site Preparation	End Date	10/2/2026	9/21/2026
Site Preparation	Site Preparation	Work Days per Phase	2.00000	15.0000
Grading	Grading	Start Date	10/3/2026	9/22/2026
Grading	Grading	End Date	10/8/2026	10/12/2026
Grading	Grading	Work Days per Phase	4.00000	15.0000
Paving	Paving	Start Date	7/17/2027	10/13/2027
Paving	Paving	End Date	7/31/2027	10/25/2027
Paving	Paving	Work Days per Phase	10.00000	9.00000
Building Construction	Construction Building	Start Date	10/26/2026	10/13/2026
Building Construction	Construction Building	End Date	—	10/11/2027

Building Construction	Construction Building	Work Days per Phase	0.00000	260.000
Architectural Coating	Architectural Coating	Start Date	8/1/2027	10/26/2027
Architectural Coating	Architectural Coating	End Date	8/15/2027	11/8/2027

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Convenience Market with Gas Pumps	Weekday Trip Rate	size/day	322.500	64.2500
Convenience Market with Gas Pumps	Saturday Trip Rate	size/day	322.500	64.2500
Convenience Market with Gas Pumps	Sunday Trip Rate	size/day	322.500	64.2500
Convenience Market with Gas Pumps	Weekday Primary Trip	%	14.2400	100.0000
Convenience Market with Gas Pumps	Weekday Divert Trip	%	21.2600	0.00000
Convenience Market with Gas Pumps	Weekday Pass-By Trip	%	64.5000	0.00000

8.6. Measure Input Overrides

8.6.1. Construction Measure Inputs

Measure Number and Input Name	Construction Phase	Equipment Type	Model Parameter	Default Value	New Value
C-5 - Use Advanced Engine Tiers	Grading	Tractors/Loaders/Backhoes	Number Mitigated	1.000000	2.00000
C-5 - Use Advanced Engine Tiers	Construction Building	Welders	Number Mitigated	1.000000	3.00000