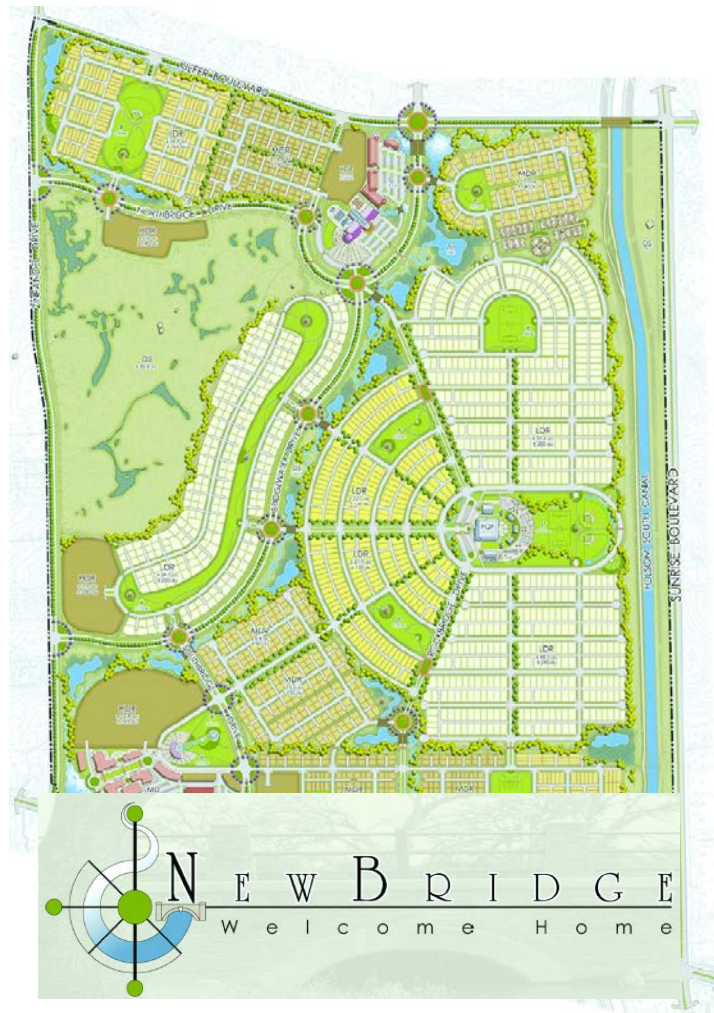


# NEWBRIDGE SPECIFIC PLAN PROJECT

## GREENHOUSE GAS REDUCTION PLAN



PREPARED FOR  
EAST SACRAMENTO RANCH, LLC

JULY 10, 2020

PREPARED BY



1501 Sports Drive, Suite A, Sacramento, CA 95834

# **Greenhouse Gas Reduction Plan NewBridge Specific Plan Project**

## **Lead Agency:**

Sacramento County  
Department of Planning and Environmental Review  
827 7<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Sacramento, CA 95814

## **Prepared By:**

Raney Planning and Management, Inc.  
1501 Sports Drive, Suite A  
Sacramento, CA 95834  
(916) 372-6100

### Contacts:

Rod Stinson  
Division Manager / Air Quality Specialist

Angela DaRosa  
Senior Associate / Air Quality Technician

Jacob Byrne  
Senior Associate / Air Quality Technician

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## INTRODUCTION

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The NewBridge Specific Plan Project (proposed project) is subject to the California Environmental Quality Act (CEQA). Accordingly, Sacramento County, as lead agency, prepared an Environmental Impact Report (EIR) for the proposed project.<sup>1</sup> CEQA requires that EIRs identify and evaluate any significant environmental impacts of a proposed project. To aid in the analysis of impacts related to greenhouse gas (GHG) emissions in the EIR for the proposed project a Greenhouse Gas Reduction Plan (GHGRP) was prepared for the proposed project. Based on comments received during the public review period for the EIR, as well as due to County-mandated measures for the proposed project as part of the Development Agreement, Raney has prepared an updated GHGRP for the proposed project.

## PROPOSED PROJECT SUMMARY

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The Proposed Project Summary section includes a discussion regarding the specific location of the proposed project within Sacramento County, as well as the project components.

### Project Location

The NewBridge Specific Plan project is located within the Vineyard Community of Sacramento County, north of State Route (SR) 16 and south of Kiefer Boulevard, along the Jackson Highway corridor. Figure 1 illustrates the regional location of the project. The project site consists of approximately 1,095 acres and is located in the gently rolling to almost flat portions of the southern and eastern Sacramento Valley at elevations between 126 and 150 feet above sea level. The site is bounded by Kiefer Boulevard to the north, SR 16 to the south, Sunrise Boulevard to the east and undeveloped land to the west. Surrounding land uses include the Mather Airport, Mather Reserve, and Mather South community to the north; an aggregate mine to the south; the proposed Jackson Township Master Plan to the west; and undeveloped lands within the City of Rancho Cordova to the east.

### Project Components

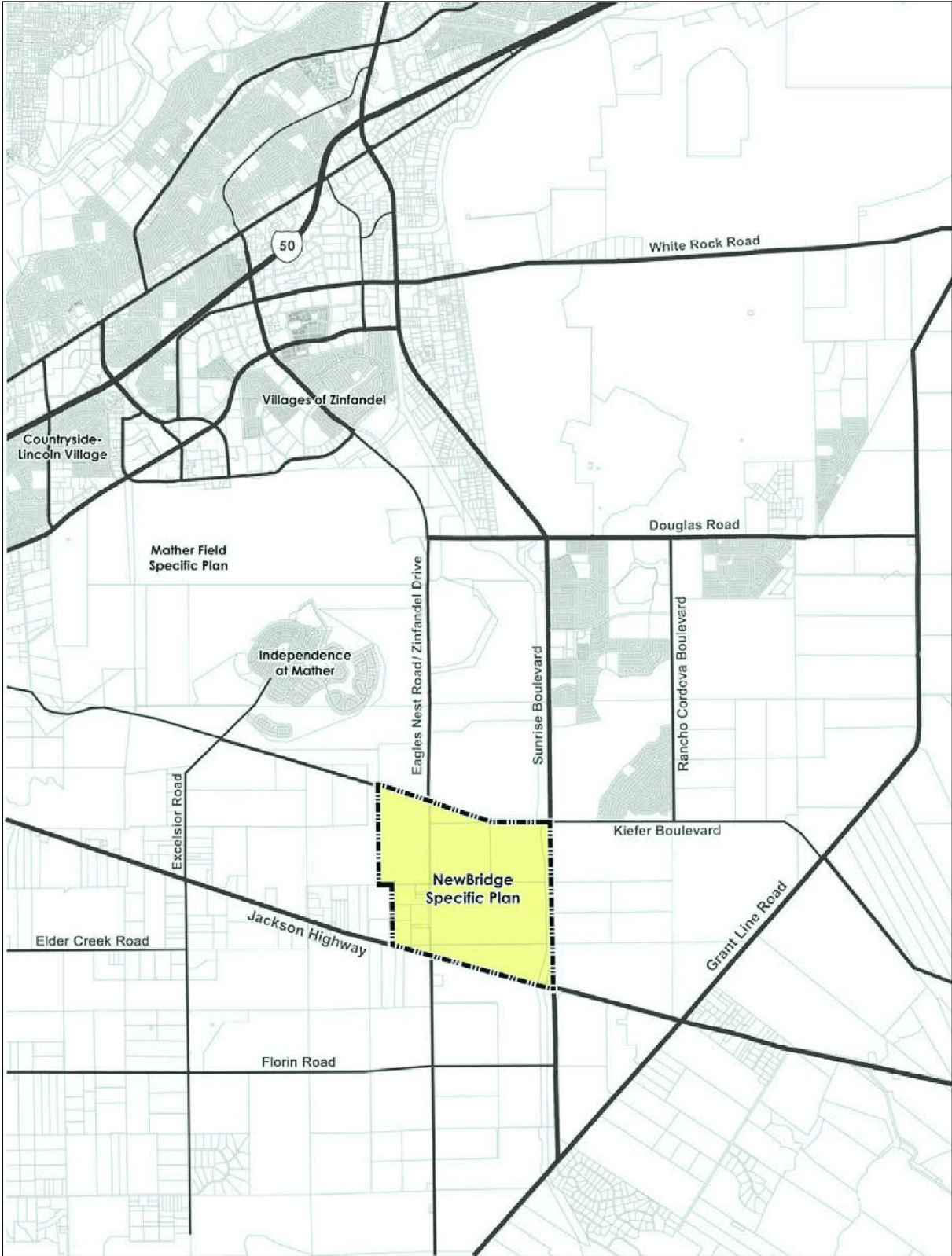
The proposed project includes the following entitlements:

1. General Plan Amendments (including changes to the Urban Policy Area, Land Use Designations, Land Use Diagram, Transportation Plan, and Bicycle Master Plan);
2. Community Plan Amendment;
3. Specific Plan Approval (including Land Use Diagram, Design Guidelines, and Development Standards);
4. Affordable Housing Plan;
5. Development Agreement; and
6. Public Facilities Financing Plan.

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<sup>1</sup> County of Sacramento Office of Planning and Environmental Review. NewBridge Specific Plan Draft Environmental Impact Report. State Clearing House Number 2013012028.

**Figure 1**  
**Regional Project Location**



The proposed project would establish a comprehensive land use and regulatory framework to guide development within the approximately 1,095-acre site. The proposed project’s land use summary is presented in Table 1 below. At buildout, the proposed project would provide approximately 3,075 dwelling units, accommodate approximately 8,118 residents, add approximately 500,000 square feet of retail, office, and mixed use space, and provide approximately 2,530 permanent jobs.

<b>Table 1 Proposed Project Land Use Summary</b>			
<b>Land Use</b>	<b>DU</b>	<b>AC</b>	<b>SF</b>
Low Density Residential	1,124	224.2	
Medium Density Residential	880	106.5	
High Density Residential	911	37.3	
Commercial		20.3	190,000
Mixed Use	160	11.4	130,000
Office		13.8	180,000
Open Space		473.4	
Park		41.3	
Elementary School		9.4	614,200 <sup>2</sup>
Sewer Lift Station		0.5	
Electric Facility <sup>1</sup>		1.4	
Fire Station		2.5	163,400 <sup>3</sup>
Agriculture		105.4	
Major Roadway		47.9	
<b>TOTAL</b>	<b>3,075</b>	<b>1,095.3</b>	<b>1,277,600</b>
DU = dwelling units AC = acres SF = square footage  <sup>1</sup> Refers to an existing Sacramento Metropolitan Utility District (SMUD) electric facility in the southeast corner of the project site, which would remain with implementation of the proposed project. <sup>2</sup> Elementary school square footage based on floor-area-ratio (FAR) of 1.5. <sup>3</sup> Fire station square footage based on FAR of 1.5.			

## **EXISTING ENVIRONMENTAL SETTING**

The following information provides an overview of the existing environmental setting in relation to global climate change within the proposed project area, including air basin characteristics and an overview of global climate change.

### **Existing Project Site Conditions**

The proposed project site is primarily undeveloped. West of Eagles Nest Road and south of Kiefer Boulevard is an approximately 188-acre, undeveloped parcel. South of the undeveloped parcel and north of Jackson Road is a 110-acre area of rural uses, including agricultural-residential home sites, a Muslim cemetery, pet cemetery, and portions of an open space preserve. The northeastern portion of the property contains the Sacramento Rendering Company facility on approximately sixty acres. The facility includes several structures, settling ponds, paved parking areas, concrete flatwork and landscaping. Operations of the Sacramento Rendering Company include daily

employee commutes and heavy-duty truck hauling trips to and from the project site. Such existing operations would contribute GHG emissions through existing energy demand and vehicle travel in the area. High voltage electrical lines traverse the northern portion of the site in a northeast to southwest direction. The Folsom South Canal and parallel bike/equestrian trail are located west of and adjacent to Sunrise Boulevard along the eastern edge of the site. Sacramento Municipal Utility District (SMUD) operates a small electric distribution facility in the southeast corner of the site adjacent to the Folsom South Canal. The California Department of Transportation (Caltrans) operates a 48-space park and ride lot on the north side of Jackson Road near Sunrise Boulevard.

The project site is currently designated in the Sacramento County General Plan as Extensive Industrial, General Agriculture, and Recreation, as well as Resource Conservation Area and Aggregate Resource Area combining zones in the southern portion of the site. The northern portion of the site is zoned as Light Industrial (M-1) and Heavy Industrial (M-2), and the southern portion of the site is zoned Agriculture (AG-20, AG-80, AG-160). The Folsom South Canal is zoned Recreation (O). In addition, the project site is designated in the Vineyard Community Plan as Permanent Agricultural (AG-160), Permanent Agriculture (AG-80), Permanent Agriculture (AG-20), Heavy Industrial, Light Industrial, and Recreation.

### **Air Basin Characteristics**

Sacramento County is within the boundaries of the Sacramento Valley Air Basin (SVAB). Air quality in the SVAB is largely the result of the following factors: emissions, geography, and meteorology (wind, atmospheric stability, and sunlight).

The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on east. The intervening terrain is flat. Sacramento is often described as a bowl-shaped valley. The Sacramento Valley has a Mediterranean climate, characterized by hot dry summers and mild rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist breezes from the south to dry land flows from the north.

The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right and a temperature inversion exists. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during such periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in the air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air, fog, and pollutants near the ground.

### **Greenhouse Gas Emissions**

GHGs are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through

human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols. Since the beginning of the Industrial Revolution, global atmospheric concentrations of GHGs have increased due to human activities such as the burning of fossil fuels, clearing of forests, and other activities. The increase in atmospheric concentrations of GHG due to human activities has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change.<sup>2</sup>

The primary GHG emitted by human activities is CO<sub>2</sub>, with the next largest components being CH<sub>4</sub> and N<sub>2</sub>O. The primary sources of CH<sub>4</sub> emissions include domestic livestock sources, decomposition of wastes in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing N<sub>2</sub>O are agricultural soil management, fuel combustion in motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that energy-related activities account for the majority of U.S. emissions. Electricity generation is the largest single-source of GHG emissions, and transportation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of GHG emission sources.<sup>3</sup> Emissions of GHG are partially offset by uptake of carbon and sequestration in forests, trees in urban areas, agricultural soils, landfilled yard trimmings and food scraps, and absorption of CO<sub>2</sub> by the earth's oceans; however, the rate of emissions of GHGs currently outpaces the rate of uptake, thus causing global atmospheric concentrations to increase.<sup>4</sup> Attainment concentration standards for GHGs have not been established by the federal or State government.

### Global Warming Potential

Global Warming Potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the USEPA, the global warming potential of a gas, or aerosol, to trap heat in the atmosphere is the “cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas.” The reference gas for comparison is CO<sub>2</sub>. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of CO<sub>2</sub>, as well as the decay rate of each gas relative to that of CO<sub>2</sub>. Each gas's GWP is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of CO<sub>2</sub>, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 25 times greater than that of CO<sub>2</sub>, as shown in Table 2.

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<sup>2</sup> U.S. Environmental Protection Agency. Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases. Available at <https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases>. Accessed November 17, 2016.

<sup>3</sup> U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Available at: <http://epa.gov/climatechange/ghgemissions/sources/industry.html>. Accessed August 2016.

<sup>4</sup> U.S. Environmental Protection Agency. Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases. Available at <https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases>. Accessed November 17, 2016.



<b>Table 2 Global Warming Potentials and Atmospheric Lifetimes of Select GHGs</b>		
<b>Gas</b>	<b>Atmospheric Lifetime (years)</b>	<b>Global Warming Potential (100 year time horizon)</b>
Carbon Dioxide (CO <sub>2</sub> )	50-200 <sup>1</sup>	1
Methane (CH <sub>4</sub> )	12	25
Nitrous Oxide (N <sub>2</sub> O)	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF <sub>4</sub> )	50,000	7,390
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10,000	12,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	22,800

1. For a given amount of carbon dioxide emitted, some fraction of the atmospheric increase in concentration is quickly absorbed by the oceans and terrestrial vegetation, some fraction of the atmospheric increase will only slowly decrease over a number of years, and a small portion of the increase will remain for many centuries or more.

*Source: USEPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2013, April 15, 2015.*

As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 22,800 times that of CO<sub>2</sub>. The “specified time horizon” is related to the atmospheric lifetimes of such GHGs, which are estimated by the USEPA to vary from 50 to 200 years for CO<sub>2</sub>, to 50,000 years for tetrafluoromethane. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the global warming potential of a gas. The common indicator for GHG is expressed in terms of metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2e</sub>).

### Effects of Global Climate Change

Uncertainties exist as to exactly what the climate changes will be in various local areas of the Earth. According to the Intergovernmental Panel on Climate Change’s Working Group II Report, *Climate Change 2007: Impacts, Adaptation and Vulnerability*,<sup>5</sup> as well as the California Natural Resources Agency’s report *Safeguarding California: Reducing Climate Risk*<sup>6</sup> climate change impacts to California may include:

- Increasing evaporation;
- Rearrangement of ecosystems as species and ecosystems shift northward and to higher elevations;
- Increased frequency, duration, and intensity of conditions conducive to air pollution formation (particularly ozone);

<sup>5</sup> Intergovernmental Panel on Climate Change. *Climate Change 2007: Impacts, Adaptation, and Vulnerability*. 2007.

<sup>6</sup> California Natural Resources Agency. *Safeguarding California: Reducing Climate Risk*. July 2014.

- Reduced precipitation, changes to precipitation and runoff patterns, reduced snowfall (precipitation occurring as rain instead of snow), earlier snowmelt, decreased snowpack, and increased agricultural demand for water;
- Increased experiences of heat waves;
- Increased growing season and increased growth rates of weeds, insect pests and pathogens;
- Inundation by sea level rise, and exacerbated shoreline erosion; and
- Increased incidents and severity of wildfire events and expansion of the range and increased frequency of pest outbreaks.

## **REGULATORY CONTEXT**

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The analysis within this GHGRP relies on the County's adopted and draft GHG thresholds of significance; however, GHG is monitored through the efforts of various international, federal, State, and local government agencies. The agencies work jointly and individually to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for regulating and improving the air quality in relation to global climate change within the Sacramento County area are discussed below:

### **Federal Regulations**

The most prominent federal regulation is the Federal Clean Air Act (FCAA), which is implemented and enforced by the USEPA.

#### FCAA and United States Environmental Protection Agency

The United States Environmental Protection Agency (USEPA) has been directed to develop regulations to address the GHG emissions of cars and trucks. The Mandatory Reporting of Greenhouse Gases Rule requires reporting of GHG emissions from large sources and suppliers in the U.S., and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHG, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the USEPA. To track the national trend in emissions and removals of GHG since 1990, USEPA develops the official U.S. GHG inventory each year.

On December 7, 2009, USEPA issued findings under Section 202(a) of the FCAA concluding that GHGs are pollutants that could endanger public health. Under the so-called Endangerment Finding, USEPA found that the current and projected concentrations of the six key well-mixed GHGs – CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, PFCs, SF<sub>6</sub>, and HFCs – in the atmosphere threaten the public health and welfare of current and future generations. These findings do not, by themselves, impose any requirements on industry or other entities.

### **State Regulations**

California has adopted a variety of regulations aimed at reducing GHG emissions. The adoption and implementation of the key State legislation described in further detail below demonstrates California's leadership in addressing GHG emissions and climate change. Only the most

prominent and applicable California GHG-related legislation are included below; however, an exhaustive list and extensive details of California air quality legislation can be found at the CARB website (<http://www.arb.ca.gov/html/lawsregs.htm>).

### AB 1493

California AB 1493 (Stats. 2002, ch. 200) (Health & Safety Code, §§42823, 43018.5), known as Pavley I, was enacted on July 22, 2002. AB 1493 requires that the CARB develop and adopt regulations that achieve “the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by the CARB to be vehicles whose primary use is noncommercial personal transportation in the state.” On June 30, 2009, the USEPA granted a waiver of CAA preemption to California for the State’s GHG emission standards for motor vehicles, beginning with the 2009 model year. Pursuant to the CAA, the waiver allows for the State to have special authority to enact stricter air pollution standards for motor vehicles than the federal government’s. On September 24, 2009, the CARB adopted amendments to the Pavley regulations (Pavley I) that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The second phase of the Pavley regulations (Pavley II) is expected to affect model year vehicles from 2016 through 2020. The CARB estimates that the regulation would reduce GHG emissions from the light-duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030.

### Renewable Portfolio Standard (RPS)

Established in 2002 under Senate Bill (SB) 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

Since the inception of the RPS program, the program has been extended and enhanced multiple times. In 2015, SB 350 extended the State’s RPS program by requiring that publicly owned utilities procure 50 percent of their electricity from renewable energy sources by 2030. The requirements of SB 350 were expanded and intensified in 2018 through the adoption of SB 100, which mandated that all electricity generated within the State by publicly owned utilities be generated through carbon-free sources by 2045. In addition, SB 100 increased the previous renewable energy requirement for the year 2030 by 10 percent; thus, requiring that 60 percent of electricity generated by publicly owned utilities originate from renewable sources by 2030.

### Executive Order S-03-05

On June 1, 2005, then-Governor Schwarzenegger signed Executive Order S-03-05, which established total GHG emission targets. Specifically, emissions are to be reduced to year 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (Cal-EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is also directed to submit biannual reports to the governor and state legislature describing: (1)

progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts.

To comply with the Executive Order, the Secretary of the Cal-EPA created a Climate Act Team (CAT) made up of members from various State agencies and commissions. In March 2006, CAT released their first report. In addition, the CAT has released several "white papers" addressing issues pertaining to the potential impacts of climate change on California.

### Assembly Bill 32

In September 2006, Assembly Bill (AB) 32, the California Climate Solutions Act of 2006, was enacted (Stats. 2006, ch. 488) (Health & Saf. Code, §38500 et seq.). AB 32 delegated the authority for its implementation to the CARB and directs CARB to enforce the State-wide cap. Among other requirements, AB 32 required CARB to (1) identify the State-wide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020, and (2) develop and implement a Scoping Plan. Accordingly, the CARB has prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008 and updated in 2014 and 2017.<sup>7</sup> The following sections present further information regarding plans and programs that have been introduced in order to meet the statutory requirements of AB 32.

### *California Scoping Plan*

The 2008 Scoping Plan identified GHG reduction measures that would be necessary to reduce statewide emissions as required by AB 32. Many of the GHG reduction measures identified in the 2008 Scoping Plan have been adopted, such as the Low Carbon Fuel Standard, Pavley, Advanced Clean Car standards, RPS, and the State's Cap-and-Trade system.

Building upon the 2008 Scoping Plan, the 2013 and 2017 Scoping Plan Updates introduced new strategies and recommendations to continue GHG emissions reductions. The 2013 Scoping Plan Update created a framework for achievement of 2020 GHG reduction goals, and identified actions that may be built upon to continue GHG reductions past 2020, as required by AB 32. Following the 2013 Scoping Plan, the 2017 Scoping Plan sets a path for the achievement of California's year 2030 GHG reduction goals.

### *California GHG Cap-and-Trade Program*

California's GHG Cap-and-Trade Program was originally envisioned in the 2008 Scoping Plan as a key strategy to achieve GHG emissions reductions mandated by AB 32. The Cap-and-Trade Program is intended to put California on the path to meet the GHG emission reduction goal of 1990 levels by the year 2020, and ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors has been established and facilities or industries subject to the cap are able to trade permits (allowances) to emit GHGs. The CARB designed the California Cap-and-Trade Program to be enforceable and

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<sup>7</sup> California Air Resources Board. AB 32 Scoping Plan. Available at: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>. Accessed February 2018.

to meet the requirements of AB 32.<sup>8</sup> The Program started on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions. On January 1, 2014 California linked the state's cap-and-trade plan with Quebec's, and on January 1, 2015 the program expanded to include transportation and natural gas fuel suppliers.<sup>9</sup> AB 398 was adopted by the State's legislature in July 2017, which reauthorized the Cap-and-Trade program through December 31, 2030. The reauthorization and continued operation of the Cap-and-Trade program represents a key strategy within the State's 2017 Scoping Plan Update for the achievement of California's year 2030 GHG reduction goals.

#### Executive Order S-01-07

On January 18, 2007, then-Governor Schwarzenegger signed Executive Order S-01-07, which mandates that a State-wide goal be established to reduce carbon intensity of California's transportation fuels by at least 10 percent by 2020. The Order also requires that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California.

#### SB 97

As amended, SB 97, signed in August 2007, acknowledges that climate change is an important environmental issue that requires analysis under CEQA. The bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. As directed by SB 97, the OPR amended the CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of GHG emissions and the effects of GHG emissions in CEQA documents. The amendments included revisions to the *Appendix G Initial Study Checklist* that incorporated a new subdivision to address project-generated GHG emissions and contribution to climate change. The new subdivision emphasizes that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. Under the revised CEQA Appendix G checklist, an agency should consider whether a project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and whether a project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emission of GHGs.

Further guidance based on SB 97 suggests that the lead agency make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions on the environment, lead agencies should consider the extent to which the project may increase or reduce GHG, as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance determined applicable to the project, and/or the extent to which the project complies with adopted regulations or requirements to implement a state wide, regional, or local plan for the reduction or mitigation of GHG emissions. Feasible mitigation under SB 97 includes on-site and off-site measures, such as GHG emission-reducing design features and GHG sequestration.

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<sup>8</sup> California Air Resources Board. *Overview of ARB Emissions Trading Program*. Available at: [https://www.arb.ca.gov/cc/capandtrade/guidance/cap\\_trade\\_overview.pdf](https://www.arb.ca.gov/cc/capandtrade/guidance/cap_trade_overview.pdf). Accessed February 2018.

<sup>9</sup> *Ibid.*

### SB 375

In September 2008, SB 375, known as the Sustainable Communities and Climate Protection Act of 2008, was enacted, which is intended to build on AB 32 by attempting to control GHG emissions by curbing sprawl. SB 375 enhances CARB's ability to reach goals set by AB 32 by directing CARB to develop regional GHG emission reduction targets to be achieved by the State's 18 metropolitan planning organizations (MPOs), including the Sacramento Area Council of Governments (SACOG). Under SB 375, MPOs must align regional transportation, housing, and land-use plans and prepare a "Sustainable Communities Strategy" (SCS) to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its greenhouse gas reduction targets. SB 375 provides incentives for creating walkable and sustainable communities and revitalizing existing communities, and allows home builders to get relief from certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Furthermore, SB 375 encourages the development of alternative transportation options, which will reduce traffic congestion.

### Executive Order S-13-08

Then-Governor Arnold Schwarzenegger issued Executive Order S-13-08 on November 14, 2008. The Executive Order is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directs state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

### AB 197 and SB 32

On September 8, 2016, AB 197 and SB 32 were enacted with the goal of providing further control over GHG emissions in the State. SB 32 built on previous GHG reduction goals by requiring that the CARB ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by the year 2030. Additionally, SB 32 emphasized the critical role that reducing GHG emissions would play in protecting disadvantaged communities and the public health from adverse impacts of climate change. Enactment of SB 32 was predicated on the enactment of AB 197, which seeks to make the achievement of SB 32's mandated GHG emission reductions more transparent to the public and responsive to the Legislature. Transparency to the public is achieved by AB 197 through the publication of an online inventory of GHG and TAC emissions from facilities required to report

such emissions pursuant to Section 38530 of California’s Health and Safety Code. AB 197 further established a six-member Joint Legislative Committee on Climate Change Policies, which is intended to provide oversight and accountability of the CARB, while also adding two new legislatively-appointed, non-voting members to the CARB. Additionally, AB 197 directs the CARB to consider the “social costs” of emission reduction rules and regulations, with particular focus on how such measures may impact disadvantaged communities.

### California Building Standards Code

California’s building codes (California Code of Regulations [CCR], Title 24) are published on a triennial basis, and contain standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Standards Commission is responsible for the administration and implementation of each cycle of the California Building Standards Code (CBSC), which includes the proposal, review, and adoption process. Supplements and errata are issued throughout the cycle to make necessary mid-term corrections. The 2019 code has been prepared and became effective January 1, 2020. The California building code standards apply State-wide; however, a local jurisdiction may amend a building code standard if the jurisdiction makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

It should be noted that the 2019 CBSC includes various provisions that would increase the energy efficiency of new buildings within California. Included in the updates for the 2019 CBSC is a requirement that all new low-rise residential structures (i.e., structures containing three or fewer stories) must include photovoltaic (PV) systems with annual output equal to or greater than the dwelling’s annual electrical usage.<sup>10</sup> Similar requirements have not yet been integrated into the CBSC for residential structures that exceed three stories or for non-residential structures.

### *California Green Building Standards Code*

The 2019 California Green Building Standards Code, otherwise known as the CalGreen Code (CCR Title 24, Part 11), is a portion of the CBSC, which became effective with the rest of the CBSC on January 1, 2020. The purpose of the CalGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The CalGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. As discussed in further depth

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<sup>10</sup> California Energy Commission. *2019 Title 24, Part 6, Building Energy Efficiency Standards Rulemaking*. April 23, 2018.

below, while Sacramento County has not adopted the Tier 1 and Tire 2 standards, the proposed project would be required to comply with many of the provisions of Tier 1 and Tier 2 of the CalGreen Code

### *Building Energy Efficiency Standards*

The 2019 Building Energy Efficiency Standards is a portion of the CBSC (CCR Title 24, Parts 6 and 11) expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards resulting in a seven percent reduction in energy consumption from the 2016 standards for residential structures (prior to the consideration of on-site solar systems required for some residential structures), and a 30 percent improvement for non-residential structures. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

### **Local Regulations**

The following are the regulatory agencies and regulations pertinent to the proposed project on a local level.

#### Sacramento Metropolitan Air Quality Management District (SMAQMD)

Various local, regional, State and federal agencies share the responsibility for air quality management in Sacramento County. The SMAQMD operates at the local level with primary responsibility for attaining and maintaining the federal and State AAQS in Sacramento County. The SMAQMD is tasked with implementing programs and regulations required by the FCAA and the CCAA, including preparing plans to attain federal and State AAQS. The SMAQMD works jointly with the USEPA, CARB, SACOG, other air districts in the Sacramento region, county and city transportation and planning departments, and various non-governmental organizations to improve air quality through a variety of programs. Programs include the adoption of regulations, policies and guidance, extensive education and public outreach programs, as well as emission reducing incentive programs.

#### Sacramento County

The project site is located within and is under the jurisdiction of Sacramento County. The Sacramento County General Plan sets forth various goals, objectives, policies and implementation programs that would apply to projects in Sacramento County. The following goals, policies and programs related to GHG emission and global climate change are applicable to the proposed project.

#### *Air Quality Element*

Goal: Air Quality which protects and promotes the public health, safety, welfare, and environmental quality of the community.



Objective: The integration of air quality planning with land use, transportation and energy planning processes to provide a safe and healthy environment.

Policy AQ-1. New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.

Objective: A reduction in motor vehicle emissions through a decrease in the average daily trips and vehicle miles traveled and an increasing reliance on the use of low emission vehicles.

Policy AQ-5. Reduce emissions associated with vehicle miles travelled and evaporation by reducing the surface area dedicated to parking facilities; reduce vehicle emissions associated with “hunting” for on-street parking by implementing innovative parking innovative parking solutions including shared parking, elimination of minimum parking requirements, creation of maximum parking requirements, and utilize performance pricing for publicly owned parking spaces both on- and off-street, as well as creating parking benefit districts.

AQ-6. Provide incentives for the use of transportation alternatives, including a program for the provision of financial incentives for builders that construct ownership housing within a quarter mile of existing and proposed light rail stations.

AQ-7. Implement a model trip reduction program for County employees which may include, but not be limited to, flexible and compressed work schedules, commuter matching services, telecommuting, preferential carpool/vanpool parking, carpool/vanpool and transit subsidies, and all other commute alternative incentives.

AQ-8. Promote mixed-use development and provide for increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips.

AQ-9. When park-and-ride facilities are requested by transit providers, the spaces provided for the park-and-ride facility may be counted as part of the total amount of parking required by the zoning code.

AQ-10. Encourage vehicle trip reduction and improved air quality by requiring development projects that exceed the SMAQMD's significance thresholds for operational emissions to provide on-going, cost-effective mechanisms for transportation services that help reduce the demand for existing roadway infrastructure.

AQ-11. Encourage contractors operating in the county to procure and to operate low-emission vehicles, and to seek low emission fleet status for their off-road equipment.

Objective: Compliance with federal and state air quality standards to reduce all air pollutants, including ozone-depleting compounds to ensure the protection of the stratospheric ozone layer.

AQ-22. Reduce greenhouse gas emissions from County operations as well as private development.

*Land Use Element*

Objective: New development in existing communities, in new growth areas and improvements to existing buildings and housing stock that are designed and constructed to be energy efficient and incorporate renewable energy technologies where cost-effective and feasible.

LU-28. Encourage the development of energy-efficient buildings and communities.

LU-29. Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.

LU-30. Whenever feasible, incorporate energy-efficient site design, such as proper orientation to benefit from passive solar heating and cooling, into master planning efforts.

Objective: Habitat enhancement, open space protection, greenhouse gas emission reduction and cohesive urban design accomplished by Local, State, and Federal agency coordination.

LU-115. It is the goal of the County to reduce greenhouse gas emissions to 1990 levels by the year 2020. This shall be achieved through a mix of State and local action.

**GOAL:** Accommodate land use proposals which are in the interest of the public health, safety, and welfare of the residents of Sacramento County.

**Objective:** Administrative procedures to amend the General Plan Land Use Diagram.

LU-120. The County shall only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per PC-1 through PC-10, and;
- meets ONE of two alternative performance metrics:
  - *Alternative #1- Criteria-Based*
  - *Alternative #2 – VMT / Greenhouse Gas Emissions Reduction Metric*

**IMPACT ANALYSIS**

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The following section provides the details of the impact analysis, including the standards of significance, method of assessment, and impact discussions with appropriate mitigation measures prescribed, if deemed necessary.

**Standards of Significance**

As part of the General Plan Update, the County promulgated 2020 GHG thresholds of significance for CEQA purposes. Recently, the County provided guidance on creating project-specific GHG thresholds for years of operation beyond 2020. Relevant GHG thresholds of significance are presented in Table 3 below. The thresholds are expressed in units of MTCO<sub>2e</sub> per year per capita, unless otherwise noted.

<b>Table 3</b>		
<b>Sacramento County GHG Thresholds of Significance</b>		
<b>Sector</b>	<b>Threshold of Significance (MTCO<sub>2e</sub>/yr)</b>	
	<b>2020</b>	<b>Draft 2030</b>
Residential Energy	1.33 (per capita)	0.78 (per capita)
Commercial/Industrial Energy	7.87 (per ksf)	4.59 (per ksf)
Transportation	2.67 (per capita)	1.57 (per capita)
ksf = thousand square feet		
<i>Source: County of Sacramento, Department of Planning and Environmental Review.</i>		

This GHGRP has been prepared to show compliance with Sacramento County’s draft GHG thresholds of significance. As such, if the proposed project would result in GHG emissions in excess of the thresholds of significance as shown in Table 3 above, the project could be considered

to result in a potentially significant impact related to global climate change and mitigation measures would be required to reduce the impact.

Additional County Thresholds Guidance

After the release of the Newbridge Draft EIR, Sacramento County released updated guidance for applying the County’s draft 2030 GHG thresholds to individual projects. The updated guidance specified that projects with an anticipated date of operations after 2030 should extrapolate any County 2030 threshold, which may have been established for a project, based on existing statewide emissions reductions goals. For instance, by the year 2032, emissions would need to be reduced by seven percent from 2030 levels, in order to comply with statewide reduction goals. Thus, for a project that might begin operations in the year 2032, any 2030 thresholds established for that project may be extrapolated to the year 2032 through a seven percent reduction in allowable emissions, as shown in Table 4. Because the County’s updated GHG thresholds guidance was released following the publication of the Newbridge Draft EIR, the proposed project is not subject to the recommendations of the updated guidance. Nevertheless, the extrapolated project-specific 2032 thresholds are presented and analyzed within this GHGRP for informational purposes.

<b>Table 4</b>		
<b>Extrapolated GHG Thresholds of Significance</b>		
<b>Sector</b>	<b>Threshold of Significance (MTCO<sub>2</sub>e/yr)</b>	
	<b>Draft 2030</b>	<b>Extrapolated 2032</b>
Residential Energy	0.78 (per capita)	0.73 (per capita)
Commercial/Industrial Energy	4.59 (per ksf)	4.28 (per ksf)
Transportation	1.57 (per capita)	1.47 (per capita)
ksf = thousand square feet		
<i>Source: County of Sacramento, Department of Planning and Environmental Review.</i>		

**Method of Assessment**

The proposed project’s residential and commercial GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects.<sup>11</sup> The model applies inherent default values for various land uses, including electricity and natural gas usage, water supply and distribution, wastewater treatment, and solid waste disposal. However, where project-specific data was available, such data was input into the model (e.g., sustainable design features). Based on the construction schedule presented in the Draft EIR prepared for the proposed project, and the passage of time since preparation of the analysis presented within the Draft EIR, it is anticipated that the project may not be fully operational until the year 2032, which is why the year 2032 was used for recent emissions modeling (more on this below). The CalEEMod modeling was modified with the assumption that SMUD would, at a minimum, meet the statewide RPS goal. Currently, the state’s RPS goals are set at 60 percent by

<sup>11</sup> ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User’s Guide Version 2016.3.2*. November 2017.

year 2030 (i.e., an additional 39 percent from 2010 RPS levels). All CalEEMod modeling results related to emissions from the proposed project are included in the appendices to this document. Similarly, CalEEMod version 2016.3.2 assumes energy use rates in compliance with the 2016 CBSC. Because the 2016 CBSC has been superseded by the 2019 CBSC, the energy intensity rates for the unmitigated and mitigated project conditions were updated to reflect the 2019 CBSC improvements in energy efficiency.

Although the year 2032 is now being used as a possible operational benchmark, the draft 2030 thresholds, which were established for the proposed project at the onset of the lengthy environmental review process several years ago, remain the applicable CEQA thresholds. Due to the existence of the RPS requirements discussed above, as well as requirements related to on-going reductions in vehicle fleet emissions, operations of the proposed project in the year 2030 would likely result in slightly higher emissions than operation of the project in 2032. However, considering the anticipated construction schedule, the project may not be fully built out by the year 2030, which would result in reduced operational emissions as compared to the level of emissions that would occur at full buildout of the project. Thus, the use of a secondary, estimated operational year of 2032 is considered reasonable for this analysis and use of the year 2030 for project operations would not be anticipated to result in substantial changes to the levels of emissions presented herein.

Although the analysis in this GHGRP is based on the draft 2030 thresholds that were applied at the time of release of the Draft EIR for the proposed project, an additional analysis comparing project emissions to the County's 2032 thresholds is also provided for informational purposes.

#### Transportation-Related GHG Emissions Estimation

The project's transportation-related GHG emissions were estimated based on project-specific traffic data, particularly the proposed project's anticipated daily vehicle miles travelled (VMT) provided by the traffic consultant for the project, DKS Associates, and CO<sub>2</sub> emission rate data for the year 2032 obtained using the CARB's EMFAC2017 model.<sup>12</sup> The project-specific annual VMT provided by DKS Associates, which was provided per speed bin (i.e., thirteen increments of five miles per hour, ranging from five to 70 miles per hour), included annual VMT data for existing conditions and cumulative conditions with and without the proposed project.

The resultant project-only VMT for the operational year 2032 was multiplied by the corresponding CO<sub>2</sub> emission rates per speed bin data in order to determine the associated GHG emissions. The proposed project's transportation GHG emissions calculations are provided in Appendix B.

The resultant estimated transportation-related GHG emissions for the year 2032 were divided by the total project population anticipated for the proposed project in order to get a per capita value for comparison purposes to the applicable threshold of significance.

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<sup>12</sup> California Air Resources Board. *EMFAC*. Available at <https://arb.ca.gov/emfac/emissions-inventory>. Accessed April 2020.

## Energy-Related GHG Emissions Estimation

For analysis purposes, the following modeling assumptions were made for the different sectors:

### *Residential*

The emissions associated with the residential uses of the proposed project were determined by applying only the proposed residential land uses (i.e., 2,004 DUs single-family residential and 1,071 DUs multi-family residential) into CalEEMod. It should be noted that for analysis and modeling purposes, the Mixed Use was assumed to be broken down as follows: seven acres associated with multi-family residential; and 4.4 acres and 130,000 square feet for commercial. Per the County's draft GHG thresholds, residential GHG emissions related to project energy use were considered for year 2032. Because the County's draft residential energy thresholds are based on per capita GHG emissions, the project's GHG emissions related to residential energy use, which were estimated by CalEEMod, were divided by the total residential population anticipated for the project. The total residential population for the proposed project is anticipated to be approximately 8,118.

As discussed previously, the CBSC has recently incorporated regulations that require new residential developments of three stories or fewer to incorporate on-site renewable energy systems sufficient to meet the operational energy demand of the residences. In the case of the proposed project, all proposed single-family residential units would be required to meet the CBSC standards. The design standards the proposed project allow for development of high-density residential structures with three to four stories. The current on-site renewable energy requirements only apply to structures that are three stories in height or less; thus, some of the proposed residential structures may not be subject to the on-site renewable energy requirements within the existing CBSC. To provide a conservative approach to analysis, the assumption was made that on-site solar energy systems would not be included in the high-density residential structures.

### *Commercial/Industrial*

The proposed project does not involve any industrial land uses. The emissions associated with the commercial and office uses of the proposed project were determined by applying only the proposed commercial land uses (i.e., commercial, mixed use, and office) into CalEEMod. As noted above, for analysis and modeling purposes, the Mixed Use was assumed to be broken down as follows: seven acres associated with multi-family residential; and 4.4 acres and 130,000 square feet for commercial. As a general commercial land use category is not an inherent land use type included in CalEEMod, for this analysis, the commercial land use was assumed to be similar to a "Regional Shopping Center," which is defined in the CalEEMod User's Guide as follows:

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store.

Per the County's draft GHG thresholds and the anticipated construction schedule for the project, commercial GHG emissions related to project energy use were considered for the operational year

2032. The estimated GHG emissions related to energy use were then compared to the County's commercial/industrial energy related draft GHG thresholds, which are based on emissions per one thousand square feet of commercial/industrial building space. As such the estimated commercial/industrial energy related GHG emissions were divided by the total anticipated commercial/office space square footage. The anticipated commercial space associated with the proposed project is 500,000 square feet or 500 ksf.

### **Project-Specific GHG Impacts and Mitigation Measures**

As discussed above, a project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change, primarily attributable to mobile sources and utility usage. The proposed project would introduce a variety of land uses, including such uses as residential and commercial, to the project area that would result in emissions of GHG that would contribute to global climate change.

The project includes the following features inherent in the design or location, which, accordingly, would not be considered mitigation measures and would reduce the operational GHG emissions:

- Compliance with the 2019 CBSC, including the CALGreen Code, including mandatory energy efficiency measures;
- Restriction of wood-burning devices and natural gas fireplaces (i.e., only electric fireplaces permitted); and
- Water conservation measures (turf reduction [approximately 28 percent reduction for residential and 20 percent for parks] and irrigation controllers).

In addition, the following project features would provide a reduction in the anticipated VMT, which would further reduce the operational GHG emissions. In cases where the following measures match or substantially conform with the California Air Pollution Control Officers Association's (CAPCOA's) recommended measures, the CAPCOA's mitigation measure numbering is presented for informational purposes.<sup>13</sup>

- Implementation of Transportation System Management (TSM) Plan projects (TRT-1);
- Consistency with County General Plan Policy LU-120;
- Provides 1,110 multi-family units (36.1 percent of housing stock) in densities greater than 23 units per acre (LUT-1);
- Overall density of 9.6 dwelling units per acre (LUT-1);
- Bicycle and pedestrian connections throughout site and with surrounding developments (LUT-8 and SDT-1);
- Designed consistent with SACOG Blueprint principles and the sustainability and transportation principles of the MTP/SCS;

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<sup>13</sup> CAPCOA. *Quantifying Greenhouse Gas Mitigation Measures*. August 2010.

- Transit facilities complementary to the bus rapid transit routes planned on Jackson Road and Sunrise Boulevard, including transit routes and stops (LUT-5, TST-1, TST-2, TST-3, and TST-5);
- All residential units are planned within one mile of three amenity categories (public elementary school, parks, and commercial center) (LUT-3);
- 93 percent of the residential units would be within one mile of a fourth amenity category (community garden) (LUT-3);
- 81 percent of the residential units would be within one mile of the office/office employment center (LUT-3);
- Increased diversity via mix of uses (LUT-1);
- 96 percent of the residential units would be within one-half mile walk of a planned transit stop (LUT-5 and TST-2); and
- Project site is within five miles of approximately 62,276 existing jobs in the area, as well as proposed employment uses within project area.

### County Conditions of Approval

Sacramento County has included several measures in the proposed Conditions of Approval (COA), for the proposed project, that would act to reduce operational GHG emissions. Measures included in the County's COAs would require the proposed project to incorporate design measures from the CalGreen Tier 1 and 2 requirements. The incorporation of such measures would result in energy and water efficiency improvements. Water efficiency improvements resulting from compliance with CalGreen Tier 1 and Tier 2 have been included in the GHG modeling prepared for the project. In addition to the energy efficiency improvements that would result from compliance with Tier 1 and Tier 2 standards, the County would further require the residential portion of the proposed project be constructed without inclusion of infrastructure necessary to support natural gas. As a result, all proposed residential uses within the project site would be developed using all-electric appliances, as well as all-electric space heating systems and water heating systems. Features of a structure's envelope that use natural gas, such as water heaters and space heaters, as well as appliances that use natural gas, such as cooking equipment and clothes dryers, directly emit GHGs during operation. Thus, to reduce on-site emission of GHGs, as well as emissions of ozone precursors that are also released during combustion of natural gas, natural gas appliances and building envelope features would not be supported within the residential portions of the project. Instead, all appliances and building envelope features would be powered by electricity. Compared to the on-site combustion of natural gas, the use of electricity for all future residential appliances and building envelope features represents a much less emissions intensive source of energy. Furthermore, in order to comply with statewide RPS requirements, SMUD is continually reducing the emissions intensity of grid-supplied electricity through development of renewable energy systems; thus, electricity consumed on-site is anticipated to become less emissions intensive with time, eventually being fully renewably sourced by the year 2045.

Although electricity is a much less emissions intensive source of energy as compared to natural gas, until SMUD reaches 100 percent renewably sourced electricity, the consumption of electricity will continue to result in emissions of GHGs. Moreover, reductions in the use of natural gas through the replacement of appliances that would otherwise be fueled by natural gas with all-



electric appliances would result in increases in the consumption of electricity on-site.<sup>14</sup> The net effect of prohibiting natural gas consumption in residential developments would be a reduction in GHG emissions related to the use of natural gas on-site, but a short-term increase in electricity related GHG emissions. Emissions resulting from decreased use of natural gas on-site as well as increased electricity consumption have been calculated for the proposed project using CalEEMod.

As discussed previously, CalEEMod does not account for the energy efficiency improvements inherent in the 2019 CBSC. Therefore, both the energy efficiency increases due to the CBSC and the changes to natural gas and electricity consumption have been applied in CalEEMod.

An additional measure that would be incorporated into the Newbridge Project that could result in reductions in energy related emissions is presented in Section 7.3 of the Newbridge Specific Plan Development Standards, which requires all appliances installed in residences to be Energy Star certified or equivalent. Energy Star certified appliances meet EPA standards for energy efficiency, and would reduce electricity consumption on-site as compared to equivalent, non-Energy Star certified appliances. Although energy reductions due to the use of all-electric appliances can be determined for most appliances, considering the required prohibition of natural gas in the residential component of the project, and the resultant increase in electricity demand from appliances, the extent to which the use of Energy Star appliances would reduce the adjusted on-site electricity demand could not be determined at the time of preparation of this GHGRP. Therefore, while project modeling reflects the use of all-electric appliances in the residential component of the project, project modeling does not reflect the use of only Energy Star certified or equivalent appliances. The use of such appliances would provide additional reductions in energy related GHG emissions beyond the levels presented in this analysis.

### Construction and Demolition Emissions

Sacramento County's draft GHG thresholds of significance do not explicitly include consideration of construction or demolition-related emissions. Construction and demolition-related emissions occur as a one-time release of GHGs, and are not typically considered to represent a substantial source of GHGs in comparison to the anticipated operational lifespan of a project. In contrast to the short-term nature of typical construction or demolition projects, buildout of the proposed project is anticipated to occur over more than a decade. Given the duration and scale of project buildout, GHG emissions resulting from project construction and demolition warrant consideration in this GHGRP; therefore, emissions associated with demolition were included in this modeling and analysis. These emissions include those related to demolition of the existing Sacramento Rendering Company facility, to provide a conservative approach to analysis and the maximum level of information and public disclosure.

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<sup>14</sup> California Commercial. *End Use Survey, Annual Summary Statistics*. Available online at <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed February 2020.  
California Energy Commission. *California Residential Appliance Saturation Study, Volume 2: Study Results*. Accessible online at [https://webtools.dnvg1.com/RASS2009/Uploads/2009\\_RASS\\_Volume%20FINAL\\_101310.pdf](https://webtools.dnvg1.com/RASS2009/Uploads/2009_RASS_Volume%20FINAL_101310.pdf). Accessed April 2020.

Because Sacramento County does not maintain independent GHG thresholds, construction-related emissions have been incorporated into the analysis of operational emissions of the project. In order to incorporate GHG emissions into operational emissions, the total GHG emissions from project construction were estimated using CalEEMod and the construction phasing information presented for the proposed project in the Draft EIR. Once total construction emissions were estimated, the construction emissions were amortized over the estimated operational lifespan of the project. Based on existing research and building standards, structures built within the project site are anticipated to exist for approximately 50 years.<sup>15</sup> Amortized construction emissions were assigned to the residential and non-residential land uses within the project site proportionally based on the total development area (excluding park areas). The amortized construction emissions were then added to the energy emissions for the residential and commercial/industrial sectors separately.

Emissions Modeling Results

The CalEEMod modeling outputs are included in Appendix A. Details regarding the transportation GHG emission calculations are included in Appendix B. Using the method of assessment described above, the proposed project’s operational emissions, including the aforementioned features, were estimated. According to the CalEEMod results, the proposed project would result in emissions of GHG in comparison with the Draft thresholds of significance set forth by the County as presented in Table 5.

<b>Table 5</b>			
<b>Proposed Project Operational GHG Emissions</b>			
<b>Sector</b>	<b>Total Project Emissions (MTCO<sub>2e</sub>/yr)</b>	<b>Emission Rate (MTCO<sub>2e</sub>/yr)</b>	<b>Draft Thresholds of Significance (MTCO<sub>2e</sub>/yr)</b>
Energy - Residential <sup>1</sup>	4,200.74	0.52 (per capita)	0.78 (per capita)
Energy - Commercial/Industrial <sup>1</sup>	828.10	1.66 (per ksf)	4.59 (per ksf)
Transportation	19,940.93	2.46 (per capita)	1.57 (per capita)
Note: <sup>1</sup> Includes amortized construction emissions.			
<i>Source: CalEEMod, April 2020 (See Appendix A); DKS Associates and EMFAC2017, April 2020 (Appendix B).</i>			

As shown in Table 5 above, GHG emissions related to residential and commercial/industrial energy use would be below the County’s draft thresholds of significance. Thus, the proposed project would comply with the County’s draft thresholds of significance for residential and commercial/industrial energy related GHG emissions. However, as shown in Table 5, the transportation related GHG emissions during the year 2032 is anticipated to exceed the County’s

<sup>15</sup> For instance, building codes in the European Union have used target building life spans of 50-years for typical modern buildings since at least the year 2010. See EN 1990: 2002+A1. *Eurocode – Basis of Structural Design*. Updated April 2010. With recent analyses demonstrating that a lifespan of 50-years is the most frequently used building life span employed in life-cycle analyses of building performance: Janjua, Shahana Y., Arker, Prabir K., and Biswas, Wahidul K. *Impact of Service Life on the Environmental Performance of Buildings*. Published January 2, 2019.

draft GHG emissions thresholds. Therefore, additional analysis is needed to assess the proposed project’s consistency with the County’s draft GHG emissions thresholds.

GHG Reduction Credit

The County’s draft thresholds are based on per capita or per 1,000 sf of commercial/industrial space. The general design of the proposed project is known, and, thus, the number of future residents and the amount of commercial/industrial space anticipated for buildout are known. Because the size of the project is known, the maximum GHG emissions that would be allowed under the County’s draft thresholds can be calculated by multiplying the number of future residents (or amount of commercial/industrial space) by the County’s draft emissions rate threshold. Such calculations are presented in Table 6.

<b>Table 6</b>			
<b>Proposed Project Maximum Allowable Emissions</b>			
<b>Sector</b>	<b>Draft Thresholds of Significance (MTCO<sub>2e</sub>/yr)</b>	<b>Proposed Project Size</b>	<b>Maximum Allowable Emissions (MTCO<sub>2e</sub>/yr)</b>
Energy - Residential	0.78 (per capita)	8,118 Residents	6,332.04
Energy - Commercial / Industrial	4.59 (per ksf)	500 ksf	2,295.00
Transportation	1.57 (per capita)	8,118 Residents	12,745.26
<i>Total:</i>			21,372.30
<i>Source: County of Sacramento, Department of Planning and Environmental Review.</i>			

Table 7, below, compares the maximum allowable emissions, under the County’s draft thresholds, with the estimated emissions for operation of the proposed project in 2032, for the residential and commercial/industrial energy sectors.

<b>Table 7</b>			
<b>Maximum Allowable Emissions and Proposed Project Emissions (MTCO<sub>2e</sub>/yr)</b>			
<b>Sector</b>	<b>Maximum Allowable Emissions</b>	<b>Proposed Project Emissions</b>	<b>Difference</b>
Energy - Residential	6,332.04	4,200.74	-2,131.30
Energy - Commercial / Industrial	2,295.00	828.10	-1,466.90
<i>Total:</i>			-3,598.21
<i>Source: CalEEMod, April 2020 and June (Appendix A &amp; B).</i>			

As shown in Table 7, total energy emissions related to operation of the proposed project would be 3,598.21 MTCO<sub>2e</sub>/yr below the maximum allowable GHG emissions level for 2032.

Concurrently, as shown in Table 8 below, transportation related emissions would exceed the maximum allowable GHG emissions for the proposed project by 7,195.67 MTCO<sub>2e</sub>/yr in 2032.

<b>Table 8 Maximum Allowable Emissions and Proposed Project Transportation Related Emissions (MTCO<sub>2e</sub>/yr)</b>		
<b>Maximum Allowable Emissions</b>	<b>Proposed Project Emissions</b>	<b>Difference</b>
12,745.26	19,940.93	+7,195.67
<i>Source: DKS Associates and EMFAC2017, April 2020 (Appendix B).</i>		

As shown in Table 7, the proposed project would result in emissions savings, related to GHG emissions from energy consumption, by emitting less energy related GHG emissions than would be allowed under the County’s draft thresholds. Because GHG emissions act cumulatively to impact the global climate, the GHG emissions reductions in energy use may be applied as GHG emissions credits to the project’s transportation related emissions. As such, the proposed project’s total transportation related emissions in 2032 would be reduced from 19,940.93 MTCO<sub>2e</sub>/yr to 16,342.72 MTCO<sub>2e</sub>/yr (19,940.93 – 3,598.21 = 16,342.72 MTCO<sub>2e</sub>/yr).

Following application of the emissions savings from the energy sector to the transportation sector, the proposed project’s transportation emissions would result in per capita emissions as shown in Table 9 below.

<b>Table 9 Transportation Related GHG Emissions</b>		
<b>Adjusted Project Emissions (MTCO<sub>2e</sub>/yr)</b>	<b>Emission Rate (MTCO<sub>2e</sub>/yr/capita)</b>	<b>Draft Thresholds of Significance (MTCO<sub>2e</sub>/yr/capita)</b>
16,342.72	2.01	1.57
<i>Source: DKS Associates and EMFAC2017, April and June 2020 (Appendix B).</i>		

As shown in Table 9 after applying the projects emissions savings from the energy sector to the transportation-related emissions, the proposed project’s emissions rates for 2032 would continue to exceed the County’s draft thresholds of significance.

### Electric Vehicle Charging Infrastructure

In addition to the above, the County’s COAs include specific requirements related to the provision and accessibility of electric vehicle charging stations within the proposed project. To maintain consistency with the County’s COA, this GHGRP includes mitigation that features specific standards to be used during the installation of on-site electric vehicle charging infrastructure. The provision of electric vehicle charging infrastructure in compliance with the County’s COA would promote California’s Advanced Clean Car Program, which promotes the use of electric vehicles within the State, and the growing popularity of such vehicles.<sup>16</sup>

The proliferation of electric vehicles that would result from implementation of the Advanced Clean Car Program is taken into account by some of the outputs for the CARB’s EMFAC program. Per the County’s recommendations, EMFAC was used to model mobile GHG emissions for the

<sup>16</sup> California Energy Commission. *Zero-Emission Vehicles and Infrastructure*. July 5, 2017.

project. Although some of the outputs from the CARB’s EMFAC Program account for the proliferation of electric vehicles, specific tools within EMFAC can omit data related to electric vehicles. For instance, EMFAC estimates that by the year 2032, approximately 3.98 percent of the total on-road vehicle fleet within Sacramento County would be electric vehicles.<sup>17</sup> Although EMFAC can provide general estimates of the proportion of electric vehicles within the on-road fleet during future years, because operation of electric vehicles do not result in any direct emissions (i.e., operation of electric vehicles does not result in any tailpipe emissions), EMFAC emissions rates for on-road vehicles do not contain data (related to VMT or emissions rates) for electric vehicle usage.<sup>18</sup> For the analysis of unmitigated mobile emissions presented within this GHGRP, EMFAC emissions rates were used, which do not take into account the proliferation of electric vehicles. By using emissions rates that exclude electric vehicles, the unmitigated GHG emissions for the proposed project present a conservative approach to analysis as all project-related VMT is assumed to occur through the use of more emissions intensive fossil-fueled vehicles.

Installation of the electric vehicle infrastructure required by the County’s COA would promote the use of electric vehicles within the project site, ensuring that project operations meet or exceed the 3.98 percent electric vehicle fleet make-up anticipated by EMFAC. Electric vehicle use greatly reduces mobile sourced emissions. Because the EMFAC emissions rates do not take into account the proliferation of electric vehicles, in order to account for increased use of electric vehicles by future project residents and employees, the VMT for the proposed project was reduced by 3.98 percent as a proxy method of reducing mobile source emissions due to electric vehicle usage. Following reduction of the project-specific VMT, mobile emissions were recalculated using EMFAC, as shown in Appendix B. Emissions from the proposed project following consideration of the additional electric vehicle charging requirements are presented in Table 10 below.

<b>Table 10 Transportation Related GHG Emissions</b>		
<b>Adjusted Project Emissions (MTCO<sub>2e</sub>/yr)</b>	<b>Emission Rate (MTCO<sub>2e</sub>/yr/capita)</b>	<b>Draft Thresholds of Significance (MTCO<sub>2e</sub>/yr/capita)</b>
14,693.38	1.81	1.57
<i>Source: DKS Associates and EMFAC2017, April and July 2020 (Appendix B).</i>		

As shown in Table 10, implementation of the electric vehicle charging requirements included in this GHGRP would result in a reduction in anticipated mobile emissions from an unmitigated level of 16,342.72 MTCO<sub>2e</sub>/yr to 14,693.38 MTCO<sub>2e</sub>/yr. Despite the requirements related to electric vehicle charging infrastructure transportation emissions would remain in excess of the County’s draft thresholds.

<sup>17</sup> California Air Resources Board. *EMFAC*. Available at <https://arb.ca.gov/emfac/emissions-inventory>. Accessed April 2020. Outputs included in Appendix B of this GHGRP.

<sup>18</sup> Yan, Fang, Manager, On-Road Mode Development Section, Mobile Source Analysis Branch, California Air Resources Board. Personal communication [email] with Jacob Byrne, Senior Associate/Air Quality Technician. July 3, 2020.

Existing Emissions at the Project Site

A portion of the proposed project site is currently developed and operated by the Sacramento Rendering Company. The Sacramento Rendering Company’s operations involve employee commutes to and from the project site, as well as heavy-duty truck trips to and from the site. The proposed project would replace the existing operations with the proposed residential, commercial, and office development, but, in the absence of the proposed project, trips related to operation of the Sacramento Rendering Company would continue to occur. According to CEQA Guidelines Section 15064.4(b), the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting should be considered when assessing the significance of impacts from GHG emissions on the environment. Therefore, in accordance with CEQA Guidelines Section 15064.4(b), the mitigated project related emissions presented above should be adjusted to account for the existing GHG emissions related to operations of the Sacramento Rendering Company. The existing GHG emissions at the project site have been estimated based on the VMT of the Sacramento Rendering Company’s truck fleet. It should be noted that the emissions related to employee commutes and electricity consumption from operations of the Sacramento Rendering Company have not been quantified, but would increase the estimate of existing emissions from the Sacramento Rendering Company’s operations. Table 11, below, presents the net new emissions of the proposed project, after adjusting for the Sacramento Rendering Company’s current operational emissions.

<b>Table 11</b>			
<b>Net Transportation GHG Emissions</b>			
	<b>Transportation-Related Emissions (MTCO<sub>2e</sub>/yr)</b>	<b>Emission Rate (MTCO<sub>2e</sub>/yr/capita)</b>	<b>Draft Thresholds of Significance (MTCO<sub>2e</sub>/yr/capita)</b>
Project Emissions	14,693.38	1.91	1.57
Existing Emissions	3,291.00	-	-
<i>Net Emissions</i>	<i>11,402.38</i>	<i>1.40</i>	<i>1.57</i>
<i>Source: EMFAC2017, April 2020 (Appendix B &amp; C).</i>			

As shown in Table 11, consideration of the existing GHG emissions from operations of the Sacramento Rendering Company’s fleet, would reduce the proposed project’s GHG emissions below the County’s draft thresholds of significance.

2032 Emissions Analysis

Although the analysis of project emissions under the draft 2030 thresholds that were established for the proposed project is considered sufficient for the purposes of CEQA, for informational purposes an additional analysis of project emissions against extrapolated 2032 thresholds is presented below.

Extrapolating the 2030 thresholds used for the proposed project to the year 2032 results in more restrictive emissions rates and a lower level of maximum allowable emissions. The 2032 emissions rate thresholds and maximum allowable emissions are presented in Table 12 below.

<b>Sector</b>	<b>2032 Thresholds of Significance (MTCO<sub>2e</sub>/yr)</b>	<b>Proposed Project Size</b>	<b>Maximum Allowable Emissions (MTCO<sub>2e</sub>/yr)</b>
Energy - Residential	0.73 (per capita)	8,118 Residents	5,926.14
Energy - Commercial / Industrial	4.28 (per ksf)	500 ksf	2,140.00
Transportation	1.47 (per capita)	8,118 Residents	11,933.46
<i>Total:</i>			<i>19,999.60</i>

*Source: County of Sacramento, Department of Planning and Environmental Review.*

Based on the modeling results presented in Table 5, the estimated emissions rates of the project are compared to the 2032 extrapolated thresholds in Table 13 below.

As shown in Table 13, energy related emissions from the residential and commercial/industrial sectors would be below the 2032 thresholds of significance. However, emissions from transportation would exceed the extrapolated 2032 thresholds of significance.

<b>Sector</b>	<b>Total Project Emissions (MTCO<sub>2e</sub>/yr)</b>	<b>Emission Rate (MTCO<sub>2e</sub>/yr)</b>	<b>2032 Thresholds of Significance (MTCO<sub>2e</sub>/yr)</b>
Energy - Residential <sup>1</sup>	4,200.74	0.52 (per capita)	0.73 (per capita)
Energy - Commercial/Industrial <sup>1</sup>	828.10	1.66 (per ksf)	4.28 (per ksf)
Transportation	19,940.93	2.46 (per capita)	1.47 (per capita)

Note:  
<sup>1</sup> Includes amortized construction emissions.

*Source: CalEEMod, April 2020 (See Appendix A); DKS Associates and EMFAC2017, April 2020 (Appendix B).*

Following the methodology presented above for the 2030 thresholds, which includes consideration of GHG emissions credits from the energy sector to the transportation sector, electric vehicle charging requirements, and net emissions, the proposed project would result in transportation-related emissions as presented in Table 14 below.

	<b>Transportation-Related Emissions (MTCO<sub>2e</sub>/yr)</b>	<b>Emission Rate (MTCO<sub>2e</sub>/yr/capita)</b>	<b>2032 Thresholds of Significance (MTCO<sub>2e</sub>/yr/capita)</b>
Project Emissions	11,963.28	1.473	1.47

*Source: EMFAC2017, April and July 2020 (Appendix B & C).*

As shown in Table 14, transportation related emissions would exceed the project-specific extrapolated 2032 threshold of significance. In order for transportation related emissions to comply with the extrapolated 2032 thresholds of significance, transportation related emissions would need to be reduced below the maximum allowable level of emissions permissible under the extrapolated 2032 thresholds, which is 11,933.46 MTCO<sub>2e</sub>/yr (see Table 12). Consequently, transportation-related emissions would need to be reduced by a further 29.82 MTCO<sub>2e</sub>/yr. Although not required to do so, to achieve the additional emissions reductions, the proposed project will voluntarily comply with mitigation measure GHG-2. Implementation of mitigation measure GHG-2 would be sufficient to reduce transportation-related emissions to a level of 1.47 MTCO<sub>2e</sub>/yr/capita. Consequently, the proposed project would comply with the extrapolated 2032 thresholds of significance.

## **Conclusion**

Operation of the proposed project would result in emission of GHG through energy consumption and transportation sources. As shown in Table 7, total energy-related GHG emissions from build out of the entire project in the year 2032 would be below the draft 2030 thresholds for such emissions. Considering the cumulative nature of impacts from GHG emissions, the GHG emissions savings in the energy sector may be applied to transportation-related emissions, which, as shown in Table 5 would exceed the draft 2030 thresholds in unmitigated conditions. Although the application of emissions savings to the transportation sector would not be sufficient to reduce GHG emissions from transportation below the draft 2030 thresholds, the project would require further GHG reductions. Consequently, mitigation measure GHG-1 has been included in this GHGRP to ensure that the proposed project is designed with sufficient electric vehicle charging infrastructure to meet the Tier 1 and Tier 2 standards of the 2019 CalGreen Code. Installation of the aforementioned electric vehicle charging infrastructure would remove barriers for future residents and employees to use electric vehicles on site, which would directly lower transportation-related GHG emissions. Furthermore, when consideration is given to the existing level of GHG emissions that currently occurs within the project site, the proposed project's GHG emissions would be reduced to a level in compliance with the draft 2030 GHG emissions thresholds.

While the proposed project has been shown to comply with the draft 2030 GHG emissions thresholds through the implementation of mitigation measure GHG-1, implementation of mitigation measure GHG-1 would not be sufficient to ensure that project emissions would comply with the extrapolated 2032 thresholds of significance. Accordingly, mitigation measure GHG-2 has been included in this GHGRP to demonstrate the project will voluntarily comply with the 2032 extrapolated thresholds of significance.

## GHG Emission Mitigation

Implementation of the following mitigation measure would ensure that the proposed project is developed with infrastructure sufficient to support the use of electric vehicles within the project site. Consequently, with implementation of the following mitigation, and with consideration given to the design features and existing emissions levels discussed above, project-related emissions would comply with the County's draft GHG emissions thresholds.



GHG-1

*Future developments for residential (tentative maps) and non-residential projects (Design Review), shall demonstrate inclusion of electric vehicle charging infrastructure in compliance, at a minimum, with the Tier 2 requirements of the 2019 CalGreen Code, except that all EV capable spaces shall instead be EV Ready. EV Ready is defined by the California Air Resources Board as, “Installation of dedicated branch circuit(s), circuit breakers, and other electrical components, including a receptacle or blank cover needed to support future installation of one or more charging stations”<sup>19</sup> As such, each residential or non-residential project shall comply with the following standards, as applicable:*

- *For each single-family residential unit, install a listed raceway, associated overcurrent protective device and the balance of a dedicated 208/240-volt branch circuit at 40 amperes (amp) minimum, to pre-wire the home for electric vehicle charging. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or unit subpanel and shall terminate into a listed cabinet, box, or other enclosure near the proposed location of an Electric Vehicle (EV) charger. Raceways are required to be continuous at enclosed, inaccessible, or concealed areas and spaces. The service panel and/or subpanel shall provide capacity for a 40-amp minimum dedicated branch circuit. All electrical circuit components and Electric Vehicle Service Equipment (EVSE), including a receptacle or box with a blank cover, related to Section A4.106.8 of the California Green Building Standards Code shall be installed in accordance with the California Electrical Code.*
- *Multifamily residential buildings shall design at least 10 percent of parking spaces to include EVSE, or a minimum of two spaces to be installed with EVSE for buildings with 2-10 parking spaces. EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices.*
- *Nonresidential buildings shall design at least 10 percent of parking spaces to include EVSE, or a minimum of two spaces to be installed with EVSE for buildings with 2-10 parking spaces. EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices.*
- *Nonresidential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and zero emission vehicles (ZEVs) (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the individual project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of structures or trees. These spaces shall be clearly marked with signs and pavement*

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<sup>19</sup> California Air Resources Board. *Electric Vehicle (EV) Charging Infrastructure: Multifamily Building Standards*. Available at: <https://arb.ca.gov/cc/greenbuildings/pdf/tcac2018.pdf>. Accessed April 2020.

*markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.*

**GHG-2**

*(a) Future developments for residential (tentative maps) and non-residential projects (Design Review) shall demonstrate a fair-share reduction towards reducing project-wide GHG emissions by 29.82 MTCO<sub>2</sub>e/yr (i.e., 0.004 MTCO<sub>2</sub>e/yr/capita and 0.06 MTCO<sub>2</sub>e/yr/acre). A fair-share contribution is to be made based on the total acreage proposed for development in any given Tentative Map or Design Review area compared to the entire area of development proposed within the project as a whole. For the purposes of this mitigation measure, areas not anticipated for development such as parks, open spaces, and agricultural land as well as areas previously developed, such as the existing electrical facility, are not included in the total development acreage. Therefore, the total development area is considered to be 474.5 acres. Considering the total development area, a hypothetical ten-acre project would represent 2.1 percent of the total development area and would be required to show a GHG emissions reduction or savings of 17.9 MTCO<sub>2</sub>e/yr, which would represent 2.1 percent of the 0.63 MTCO<sub>2</sub>e/yr reduction required for the project area as a whole. Examples of measures that may be used by future development projects include, but are not limited to, the following:*

- Exceedance of Title 24 Energy Efficiency requirements;*
- Electrifying loading docks to reduce emission from engine idling of Transport Refrigeration Units;*
- All-electric building envelope systems, including water heaters and HVAC systems, or appliances, including clothes dryers and cooking equipment, in commercial developments;*
- Inclusion of on-site carbon-zero renewable energy systems capable of serving energy needs of any urban development within the Project, including energy needed for street lights, sewer pumps, drainage pumps, traffic signals, water pumps, and commercial developments;*
- Residential photovoltaic systems designed to be scalable over time to accommodate varying energy demands;*
- Indoor water use efficiency;*
- Institution of a composting and recycling program in excess of local standards;*
- Implementation of an Urban Forestry Management Plan to reduce the urban heat island effect;*
- Use of energy efficient street lighting fixtures;*
- Purchase of off-site mitigation credits consistent with the requirements of paragraph (b) below; and/or*
- Energy efficiency retrofits in existing residential and commercial buildings.*

*Thus, as development progresses within the project area, each individual development would be required to show GHG emissions reductions in keeping with the project wide reduction requirement.*

*(b) Purchase of off-site mitigation credits shall be negotiated with the County and SMAQMD at the time that credits are sought by future construction within the project areas. Off-site mitigation credits purchased under paragraph (a) shall be real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2). Such credits shall be based on protocols that are consistent with the criteria set forth in subdivision (a) of Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or the SMAQMD. Such credits must be purchased through one of the following: (i) a CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the CAPCOA GHG Rx and the SMAQMD.*

**APPENDIX A: CALEEMOD MODELING RESULTS  
FOR THE PROPOSED PROJECT**

# **Construction EMISSIONS OUTPUTS**

NewBridge Specific Plan - Constructon - Sacramento Metropolitan AQMD Air District, Annual

**NewBridge Specific Plan - Constructon**  
**Sacramento Metropolitan AQMD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	180.00	1000sqft	13.80	180,000.00	0
Government Office Building	163.40	1000sqft	2.50	163,400.00	0
Elementary School	614.20	1000sqft	9.40	614,200.00	0
City Park	41.30	Acre	41.30	1,799,028.00	0
Apartments Low Rise	1,071.00	Dwelling Unit	44.30	1,071,000.00	2860
Single Family Housing	2,004.00	Dwelling Unit	330.70	3,607,200.00	5351
Regional Shopping Center	320.00	1000sqft	24.70	320,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	195	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

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Project Characteristics - CO2 Intensity Updated Based on SMUD's progress towards RPS

Land Use - based on the land use summary for the project (Assumed FAR=1.5 for school and fire station)

Construction Phase - construction emissions not included

Off-road Equipment -

Trips and VMT - Construction not modeled

Grading - Per Project Phasing Plan

Architectural Coating -

Vehicle Trips -

Area Coating -

Energy Use - Title 24 Energy Intensity adjusted per 2019 CBSC

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Engine Mitigation

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	550.00	783.00
tblConstructionPhase	NumDays	550.00	1,175.00
tblConstructionPhase	NumDays	550.00	652.00
tblConstructionPhase	NumDays	7,750.00	783.00
tblConstructionPhase	NumDays	7,750.00	1,175.00
tblConstructionPhase	NumDays	7,750.00	652.00
tblConstructionPhase	NumDays	500.00	15.00
tblConstructionPhase	NumDays	775.00	55.00
tblConstructionPhase	NumDays	775.00	66.00
tblConstructionPhase	NumDays	775.00	66.00
tblConstructionPhase	NumDays	550.00	11.00
tblConstructionPhase	NumDays	550.00	22.00

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tblConstructionPhase	NumDays	550.00	22.00
tblConstructionPhase	NumDays	300.00	7.00
tblConstructionPhase	NumDays	300.00	7.00
tblConstructionPhase	NumDays	300.00	7.00
tblEnergyUse	T24E	511.12	240.26
tblEnergyUse	T24E	2.05	1.44
tblEnergyUse	T24E	4.98	3.49
tblEnergyUse	T24E	4.98	3.49
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24E	678.97	319.12
tblEnergyUse	T24NG	9,411.72	4,423.51
tblEnergyUse	T24NG	14.60	10.22
tblEnergyUse	T24NG	12.42	8.69
tblEnergyUse	T24NG	12.42	8.69
tblEnergyUse	T24NG	4.49	3.14
tblEnergyUse	T24NG	23,147.69	10,879.41
tblGrading	AcresOfGrading	137.50	104.30
tblGrading	AcresOfGrading	165.00	215.90
tblGrading	AcresOfGrading	165.00	196.30
tblLandUse	GreenSpaceAllowEdit	1.00	0.00
tblLandUse	LotAcreage	4.13	13.80
tblLandUse	LotAcreage	3.75	2.50
tblLandUse	LotAcreage	14.10	9.40
tblLandUse	LotAcreage	66.94	44.30
tblLandUse	LotAcreage	650.65	330.70
tblLandUse	LotAcreage	7.35	24.70
tblProjectCharacteristics	CO2IntensityFactor	590.31	195



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tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
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## 2.0 Emissions Summary

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NewBridge Specific Plan - Constructon - Sacramento Metropolitan AQMD Air District, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0254	0.2494	0.1675	3.0000e-004	1.2400e-003	0.0125	0.0137	3.3000e-004	0.0116	0.0119	0.0000	26.5855	26.5855	7.2300e-003	0.0000	26.7662
2021	12.2674	12.1912	14.4668	0.0537	3.8657	0.2113	4.0770	1.0963	0.1975	1.2939	0.0000	4,956.0756	4,956.0756	0.2844	0.0000	4,963.1850
2022	19.8332	15.1946	19.3225	0.0787	5.4966	0.1798	5.6764	1.4806	0.1698	1.6503	0.0000	7,287.0072	7,287.0072	0.3227	0.0000	7,295.0746
2023	17.7995	11.9027	16.1313	0.0680	5.0787	0.1551	5.2338	1.3967	0.1456	1.5422	0.0000	6,289.5094	6,289.5094	0.2921	0.0000	6,296.8113
2024	12.7041	10.5540	13.8616	0.0605	4.5549	0.1316	4.6865	1.2381	0.1233	1.3614	0.0000	5,606.5315	5,606.5315	0.2645	0.0000	5,613.1436
2025	16.5361	12.0934	15.7810	0.0732	5.5175	0.1185	5.6360	1.4862	0.1116	1.5977	0.0000	6,794.3633	6,794.3633	0.2795	0.0000	6,801.3506
2026	16.4484	11.8302	14.9227	0.0717	5.5174	0.1170	5.6343	1.4862	0.1101	1.5962	0.0000	6,652.2111	6,652.2111	0.2721	0.0000	6,659.0135
2027	10.6076	9.5407	11.5412	0.0547	4.4527	0.1235	4.5762	1.2544	0.1155	1.3699	0.0000	5,070.1601	5,070.1601	0.2540	0.0000	5,076.5092
2028	11.3897	11.3400	13.4223	0.0687	5.4961	0.1122	5.6083	1.4804	0.1056	1.5860	0.0000	6,386.7954	6,386.7954	0.2583	0.0000	6,393.2518
2029	11.3378	11.1890	12.8337	0.0679	5.5172	0.1103	5.6276	1.4861	0.1039	1.5900	0.0000	6,311.0289	6,311.0289	0.2534	0.0000	6,317.3646
2030	11.2327	10.3791	12.2709	0.0674	5.5172	0.0546	5.5718	1.4861	0.0524	1.5385	0.0000	6,262.8166	6,262.8166	0.1902	0.0000	6,267.5713
2031	10.4168	9.8930	11.3183	0.0643	5.3181	0.0508	5.3689	1.4326	0.0488	1.4813	0.0000	5,976.4253	5,976.4253	0.1793	0.0000	5,980.9071
<b>Maximum</b>	<b>19.8332</b>	<b>15.1946</b>	<b>19.3225</b>	<b>0.0787</b>	<b>5.5175</b>	<b>0.2113</b>	<b>5.6764</b>	<b>1.4862</b>	<b>0.1975</b>	<b>1.6503</b>	<b>0.0000</b>	<b>7,287.0072</b>	<b>7,287.0072</b>	<b>0.3227</b>	<b>0.0000</b>	<b>7,295.0746</b>

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0254	0.2494	0.1675	3.0000e-004	1.2400e-003	0.0125	0.0137	3.3000e-004	0.0116	0.0119	0.0000	26.5855	26.5855	7.2300e-003	0.0000	26.7662
2021	12.2674	12.1912	14.4668	0.0537	3.8657	0.2113	4.0770	1.0963	0.1975	1.2939	0.0000	4,956.0751	4,956.0751	0.2844	0.0000	4,963.1845
2022	19.8332	15.1946	19.3225	0.0787	5.4966	0.1798	5.6764	1.4806	0.1698	1.6503	0.0000	7,287.0068	7,287.0068	0.3227	0.0000	7,295.0742
2023	17.7995	11.9027	16.1313	0.0680	5.0787	0.1551	5.2338	1.3967	0.1456	1.5422	0.0000	6,289.5089	6,289.5089	0.2921	0.0000	6,296.8108
2024	12.7041	10.5540	13.8616	0.0605	4.5549	0.1316	4.6865	1.2381	0.1233	1.3614	0.0000	5,606.5310	5,606.5310	0.2645	0.0000	5,613.1431
2025	16.5361	12.0934	15.7810	0.0732	5.5175	0.1185	5.6360	1.4862	0.1116	1.5977	0.0000	6,794.3629	6,794.3629	0.2795	0.0000	6,801.3502
2026	16.4484	11.8302	14.9227	0.0717	5.5174	0.1170	5.6343	1.4862	0.1101	1.5962	0.0000	6,652.2107	6,652.2107	0.2721	0.0000	6,659.0131
2027	10.6076	9.5407	11.5412	0.0547	4.4527	0.1235	4.5762	1.2544	0.1155	1.3699	0.0000	5,070.1596	5,070.1596	0.2540	0.0000	5,076.5087
2028	11.3897	11.3400	13.4223	0.0687	5.4961	0.1122	5.6083	1.4804	0.1056	1.5860	0.0000	6,386.7950	6,386.7950	0.2583	0.0000	6,393.2514
2029	11.3378	11.1890	12.8337	0.0679	5.5172	0.1103	5.6276	1.4861	0.1039	1.5900	0.0000	6,311.0285	6,311.0285	0.2534	0.0000	6,317.3642
2030	11.2327	10.3791	12.2709	0.0674	5.5172	0.0546	5.5718	1.4861	0.0524	1.5385	0.0000	6,262.8161	6,262.8161	0.1902	0.0000	6,267.5709
2031	10.4168	9.8930	11.3183	0.0643	5.3181	0.0508	5.3689	1.4326	0.0488	1.4813	0.0000	5,976.4248	5,976.4248	0.1793	0.0000	5,980.9066
<b>Maximum</b>	<b>19.8332</b>	<b>15.1946</b>	<b>19.3225</b>	<b>0.0787</b>	<b>5.5175</b>	<b>0.2113</b>	<b>5.6764</b>	<b>1.4862</b>	<b>0.1975</b>	<b>1.6503</b>	<b>0.0000</b>	<b>7,287.0068</b>	<b>7,287.0068</b>	<b>0.3227</b>	<b>0.0000</b>	<b>7,295.0742</b>

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	1.6073	1.6073
2	4-1-2021	6-30-2021	4.4509	4.4509
3	7-1-2021	9-30-2021	9.1247	9.1247
4	10-1-2021	12-31-2021	9.2635	9.2635
5	1-1-2022	3-31-2022	8.7421	8.7421
6	4-1-2022	6-30-2022	8.7172	8.7172
7	7-1-2022	9-30-2022	8.8130	8.8130
8	10-1-2022	12-31-2022	8.9364	8.9364
9	1-1-2023	3-31-2023	8.1156	8.1156
10	4-1-2023	6-30-2023	8.1121	8.1121
11	7-1-2023	9-30-2023	8.2013	8.2013
12	10-1-2023	12-31-2023	5.3980	5.3980
13	1-1-2024	3-31-2024	1.3954	1.3954
14	4-1-2024	6-30-2024	7.2441	7.2441
15	7-1-2024	9-30-2024	7.3237	7.3237
16	10-1-2024	12-31-2024	7.4124	7.4124
17	1-1-2025	3-31-2025	7.1148	7.1148
18	4-1-2025	6-30-2025	7.1113	7.1113
19	7-1-2025	9-30-2025	7.1894	7.1894
20	10-1-2025	12-31-2025	7.2729	7.2729
21	1-1-2026	3-31-2026	7.0248	7.0248
22	4-1-2026	6-30-2026	7.0245	7.0245
23	7-1-2026	9-30-2026	7.1017	7.1017

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24	10-1-2026	12-31-2026	7.1809	7.1809
25	1-1-2027	3-31-2027	6.6723	6.6723
26	4-1-2027	6-30-2027	1.9069	1.9069
27	7-1-2027	9-30-2027	5.8012	5.8012
28	10-1-2027	12-31-2027	5.8764	5.8764
29	1-1-2028	3-31-2028	5.7359	5.7359
30	4-1-2028	6-30-2028	5.6651	5.6651
31	7-1-2028	9-30-2028	5.7273	5.7273
32	10-1-2028	12-31-2028	5.7989	5.7989
33	1-1-2029	3-31-2029	5.5978	5.5978
34	4-1-2029	6-30-2029	5.5927	5.5927
35	7-1-2029	9-30-2029	5.6541	5.6541
36	10-1-2029	12-31-2029	5.7222	5.7222
37	1-1-2030	3-31-2030	5.3690	5.3690
38	4-1-2030	6-30-2030	5.3646	5.3646
39	7-1-2030	9-30-2030	5.4235	5.4235
40	10-1-2030	12-31-2030	5.4884	5.4884
41	1-1-2031	3-31-2031	5.3010	5.3010
42	4-1-2031	6-30-2031	5.2989	5.2989
43	7-1-2031	9-30-2031	5.3571	5.3571
		Highest	9.2635	9.2635

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**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	35.5873	0.3648	31.6444	1.6800e-003		0.1759	0.1759		0.1759	0.1759	0.0000	51.8328	51.8328	0.0494	0.0000	53.0687
Energy	0.2481	2.1528	1.1437	0.0135		0.1714	0.1714		0.1714	0.1714	0.0000	5,345.6130	5,345.6130	0.4769	0.1340	5,397.4536
Mobile	9.9260	48.2252	121.5199	0.5415	61.9630	0.3212	62.2843	16.5923	0.2986	16.8909	0.0000	50,080.0858	50,080.0858	1.8510	0.0000	50,126.3602
Waste						0.0000	0.0000		0.0000	0.0000	786.8721	0.0000	786.8721	46.5028	0.0000	1,949.4424
Water						0.0000	0.0000		0.0000	0.0000	108.3747	220.2369	328.6116	0.4058	0.2425	411.0076
<b>Total</b>	<b>45.7614</b>	<b>50.7427</b>	<b>154.3080</b>	<b>0.5567</b>	<b>61.9630</b>	<b>0.6686</b>	<b>62.6316</b>	<b>16.5923</b>	<b>0.6460</b>	<b>17.2382</b>	<b>895.2468</b>	<b>55,697.7685</b>	<b>56,593.0153</b>	<b>49.2859</b>	<b>0.3764</b>	<b>57,937.3326</b>



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**2.3 Vegetation**

Vegetation

	CO2e
Category	MT
Vegetation Land Change	0.0000
<b>Total</b>	<b>0.0000</b>

**3.0 Construction Detail**

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Construction Phase



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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/9/2020	12/29/2020	5	15	
2	Site Preparation A	Site Preparation	1/1/2021	1/11/2021	5	7	
3	Grading A	Grading	1/12/2021	4/13/2021	5	66	
4	Paving A	Paving	4/14/2021	5/13/2021	5	22	
5	Construction A	Building Construction	5/14/2021	11/13/2023	5	652	
6	Architectural Coating A	Architectural Coating	5/28/2021	11/27/2023	5	652	
7	Site Preparation B	Site Preparation	11/6/2023	11/14/2023	5	7	
8	Grading B	Grading	11/15/2023	2/14/2024	5	66	
9	Paving B	Paving	2/15/2024	3/15/2024	5	22	
10	Construction B	Building Construction	3/16/2024	3/17/2027	5	783	
11	Architectural Coating B	Architectural Coating	3/30/2024	3/31/2027	5	783	
12	Site Preparation C	Site Preparation	3/10/2027	3/18/2027	5	7	
13	Grading C	Grading	3/19/2027	6/3/2027	5	55	
14	Paving C	Paving	6/4/2027	6/18/2027	5	11	
15	Architectural Coating C	Architectural Coating	6/5/2027	12/5/2031	5	1175	
16	Construction C	Building Construction	6/19/2027	12/19/2031	5	1175	

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

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

**Acres of Paving: 0**

**Residential Indoor: 9,473,355; Residential Outdoor: 3,157,785; Non-Residential Indoor: 4,614,942; Non-Residential Outdoor: 1,538,314; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation A	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation A	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading A	Excavators	2	8.00	158	0.38
Grading A	Graders	1	8.00	187	0.41
Grading A	Rubber Tired Dozers	1	8.00	247	0.40
Grading A	Scrapers	2	8.00	367	0.48
Grading A	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving A	Pavers	2	8.00	130	0.42
Paving A	Paving Equipment	2	8.00	132	0.36
Paving A	Rollers	2	8.00	80	0.38
Construction A	Cranes	1	7.00	231	0.29
Construction A	Forklifts	3	8.00	89	0.20
Construction A	Generator Sets	1	8.00	84	0.74
Construction A	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Construction A	Welders	1	8.00	46	0.45
Architectural Coating A	Air Compressors	1	6.00	78	0.48
Site Preparation B	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation B	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading B	Excavators	2	8.00	158	0.38
Grading B	Graders	1	8.00	187	0.41
Grading B	Rubber Tired Dozers	1	8.00	247	0.40
Grading B	Scrapers	2	8.00	367	0.48
Grading B	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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Paving B	Pavers	2	8.00	130	0.42
Paving B	Paving Equipment	2	8.00	132	0.36
Paving B	Rollers	2	8.00	80	0.38
Construction B	Cranes	1	7.00	231	0.29
Construction B	Forklifts	3	8.00	89	0.20
Construction B	Generator Sets	1	8.00	84	0.74
Construction B	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Construction B	Welders	1	8.00	46	0.45
Architectural Coating B	Air Compressors	1	6.00	78	0.48
Site Preparation C	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation C	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading C	Excavators	2	8.00	158	0.38
Grading C	Graders	1	8.00	187	0.41
Grading C	Rubber Tired Dozers	1	8.00	247	0.40
Grading C	Scrapers	2	8.00	367	0.48
Grading C	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving C	Pavers	2	8.00	130	0.42
Paving C	Paving Equipment	2	8.00	132	0.36
Paving C	Rollers	2	8.00	80	0.38
Architectural Coating C	Air Compressors	1	6.00	78	0.48
Construction C	Cranes	1	7.00	231	0.29
Construction C	Forklifts	3	8.00	89	0.20
Construction C	Generator Sets	1	8.00	84	0.74
Construction C	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Construction C	Welders	1	8.00	46	0.45

**Trips and VMT**

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation A	7	18.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading A	8	20.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving A	6	15.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Construction A	9	2,718.00	833.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating A	1	544.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation B	7	18.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading B	8	20.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving B	6	15.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Construction B	9	2,718.00	833.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating B	1	544.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation C	7	18.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading C	8	20.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving C	6	15.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating C	1	544.00	0.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT
Construction C	9	2,718.00	833.00	0.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

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**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2490	0.1632	2.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	25.4990	25.4990	7.2000e-003	0.0000	25.6789
<b>Total</b>	<b>0.0248</b>	<b>0.2490</b>	<b>0.1632</b>	<b>2.9000e-004</b>		<b>0.0124</b>	<b>0.0124</b>		<b>0.0116</b>	<b>0.0116</b>	<b>0.0000</b>	<b>25.4990</b>	<b>25.4990</b>	<b>7.2000e-003</b>	<b>0.0000</b>	<b>25.6789</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.1000e-004	4.3700e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0866	1.0866	3.0000e-005	0.0000	1.0873
<b>Total</b>	<b>5.7000e-004</b>	<b>4.1000e-004</b>	<b>4.3700e-003</b>	<b>1.0000e-005</b>	<b>1.2400e-003</b>	<b>1.0000e-005</b>	<b>1.2500e-003</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.0866</b>	<b>1.0866</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0873</b>

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**3.2 Demolition - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2490	0.1632	2.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	25.4989	25.4989	7.2000e-003	0.0000	25.6789
<b>Total</b>	<b>0.0248</b>	<b>0.2490</b>	<b>0.1632</b>	<b>2.9000e-004</b>		<b>0.0124</b>	<b>0.0124</b>		<b>0.0116</b>	<b>0.0116</b>	<b>0.0000</b>	<b>25.4989</b>	<b>25.4989</b>	<b>7.2000e-003</b>	<b>0.0000</b>	<b>25.6789</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.1000e-004	4.3700e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0866	1.0866	3.0000e-005	0.0000	1.0873
<b>Total</b>	<b>5.7000e-004</b>	<b>4.1000e-004</b>	<b>4.3700e-003</b>	<b>1.0000e-005</b>	<b>1.2400e-003</b>	<b>1.0000e-005</b>	<b>1.2500e-003</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.0866</b>	<b>1.0866</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0873</b>

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**3.3 Site Preparation A - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0348	0.0000	0.0348	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0136	0.1417	0.0740	1.3000e-004		7.1600e-003	7.1600e-003		6.5800e-003	6.5800e-003	0.0000	11.7025	11.7025	3.7800e-003	0.0000	11.7971
<b>Total</b>	<b>0.0136</b>	<b>0.1417</b>	<b>0.0740</b>	<b>1.3000e-004</b>	<b>0.0632</b>	<b>7.1600e-003</b>	<b>0.0704</b>	<b>0.0348</b>	<b>6.5800e-003</b>	<b>0.0413</b>	<b>0.0000</b>	<b>11.7025</b>	<b>11.7025</b>	<b>3.7800e-003</b>	<b>0.0000</b>	<b>11.7971</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.2400e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5877	0.5877	1.0000e-005	0.0000	0.5881
<b>Total</b>	<b>2.9000e-004</b>	<b>2.0000e-004</b>	<b>2.2400e-003</b>	<b>1.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>7.0000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5877</b>	<b>0.5877</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5881</b>

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**3.3 Site Preparation A - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0348	0.0000	0.0348	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0136	0.1417	0.0740	1.3000e-004		7.1600e-003	7.1600e-003		6.5800e-003	6.5800e-003	0.0000	11.7025	11.7025	3.7800e-003	0.0000	11.7971
<b>Total</b>	<b>0.0136</b>	<b>0.1417</b>	<b>0.0740</b>	<b>1.3000e-004</b>	<b>0.0632</b>	<b>7.1600e-003</b>	<b>0.0704</b>	<b>0.0348</b>	<b>6.5800e-003</b>	<b>0.0413</b>	<b>0.0000</b>	<b>11.7025</b>	<b>11.7025</b>	<b>3.7800e-003</b>	<b>0.0000</b>	<b>11.7971</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.2400e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5877	0.5877	1.0000e-005	0.0000	0.5881
<b>Total</b>	<b>2.9000e-004</b>	<b>2.0000e-004</b>	<b>2.2400e-003</b>	<b>1.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>7.0000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5877</b>	<b>0.5877</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5881</b>



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**3.4 Grading A - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3132	0.0000	0.3132	0.1216	0.0000	0.1216	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1383	1.5312	1.0190	2.0500e-003		0.0655	0.0655		0.0603	0.0603	0.0000	179.8334	179.8334	0.0582	0.0000	181.2875
<b>Total</b>	<b>0.1383</b>	<b>1.5312</b>	<b>1.0190</b>	<b>2.0500e-003</b>	<b>0.3132</b>	<b>0.0655</b>	<b>0.3787</b>	<b>0.1216</b>	<b>0.0603</b>	<b>0.1819</b>	<b>0.0000</b>	<b>179.8334</b>	<b>179.8334</b>	<b>0.0582</b>	<b>0.0000</b>	<b>181.2875</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0900e-003	2.1300e-003	0.0235	7.0000e-005	7.2700e-003	5.0000e-005	7.3200e-003	1.9300e-003	4.0000e-005	1.9800e-003	0.0000	6.1572	6.1572	1.6000e-004	0.0000	6.1611
<b>Total</b>	<b>3.0900e-003</b>	<b>2.1300e-003</b>	<b>0.0235</b>	<b>7.0000e-005</b>	<b>7.2700e-003</b>	<b>5.0000e-005</b>	<b>7.3200e-003</b>	<b>1.9300e-003</b>	<b>4.0000e-005</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>6.1572</b>	<b>6.1572</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>6.1611</b>

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**3.4 Grading A - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3132	0.0000	0.3132	0.1216	0.0000	0.1216	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1383	1.5312	1.0190	2.0500e-003		0.0655	0.0655		0.0603	0.0603	0.0000	179.8332	179.8332	0.0582	0.0000	181.2873
<b>Total</b>	<b>0.1383</b>	<b>1.5312</b>	<b>1.0190</b>	<b>2.0500e-003</b>	<b>0.3132</b>	<b>0.0655</b>	<b>0.3787</b>	<b>0.1216</b>	<b>0.0603</b>	<b>0.1819</b>	<b>0.0000</b>	<b>179.8332</b>	<b>179.8332</b>	<b>0.0582</b>	<b>0.0000</b>	<b>181.2873</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0900e-003	2.1300e-003	0.0235	7.0000e-005	7.2700e-003	5.0000e-005	7.3200e-003	1.9300e-003	4.0000e-005	1.9800e-003	0.0000	6.1572	6.1572	1.6000e-004	0.0000	6.1611
<b>Total</b>	<b>3.0900e-003</b>	<b>2.1300e-003</b>	<b>0.0235</b>	<b>7.0000e-005</b>	<b>7.2700e-003</b>	<b>5.0000e-005</b>	<b>7.3200e-003</b>	<b>1.9300e-003</b>	<b>4.0000e-005</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>6.1572</b>	<b>6.1572</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>6.1611</b>

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**3.5 Paving A - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0138	0.1421	0.1612	2.5000e-004		7.4500e-003	7.4500e-003		6.8600e-003	6.8600e-003	0.0000	22.0258	22.0258	7.1200e-003	0.0000	22.2039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0138</b>	<b>0.1421</b>	<b>0.1612</b>	<b>2.5000e-004</b>		<b>7.4500e-003</b>	<b>7.4500e-003</b>		<b>6.8600e-003</b>	<b>6.8600e-003</b>	<b>0.0000</b>	<b>22.0258</b>	<b>22.0258</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2039</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	5.3000e-004	5.8600e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5393	1.5393	4.0000e-005	0.0000	1.5403
<b>Total</b>	<b>7.7000e-004</b>	<b>5.3000e-004</b>	<b>5.8600e-003</b>	<b>2.0000e-005</b>	<b>1.8200e-003</b>	<b>1.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5393</b>	<b>1.5393</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.5403</b>

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**3.5 Paving A - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0138	0.1421	0.1612	2.5000e-004		7.4500e-003	7.4500e-003		6.8600e-003	6.8600e-003	0.0000	22.0258	22.0258	7.1200e-003	0.0000	22.2039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0138</b>	<b>0.1421</b>	<b>0.1612</b>	<b>2.5000e-004</b>		<b>7.4500e-003</b>	<b>7.4500e-003</b>		<b>6.8600e-003</b>	<b>6.8600e-003</b>	<b>0.0000</b>	<b>22.0258</b>	<b>22.0258</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2039</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	5.3000e-004	5.8600e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5393	1.5393	4.0000e-005	0.0000	1.5403
<b>Total</b>	<b>7.7000e-004</b>	<b>5.3000e-004</b>	<b>5.8600e-003</b>	<b>2.0000e-005</b>	<b>1.8200e-003</b>	<b>1.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5393</b>	<b>1.5393</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.5403</b>

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**3.6 Construction A - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1578	1.4469	1.3757	2.2300e-003		0.0796	0.0796		0.0748	0.0748	0.0000	192.2589	192.2589	0.0464	0.0000	193.4185
<b>Total</b>	<b>0.1578</b>	<b>1.4469</b>	<b>1.3757</b>	<b>2.2300e-003</b>		<b>0.0796</b>	<b>0.0796</b>		<b>0.0748</b>	<b>0.0748</b>	<b>0.0000</b>	<b>192.2589</b>	<b>192.2589</b>	<b>0.0464</b>	<b>0.0000</b>	<b>193.4185</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2529	7.9411	2.1413	0.0210	0.5281	0.0244	0.5525	0.1525	0.0234	0.1759	0.0000	2,021.6304	2,021.6304	0.1040	0.0000	2,024.2308
Worker	1.0554	0.7291	8.0148	0.0233	2.4842	0.0167	2.5008	0.6606	0.0154	0.6759	0.0000	2,104.5751	2,104.5751	0.0533	0.0000	2,105.9077
<b>Total</b>	<b>1.3083</b>	<b>8.6702</b>	<b>10.1561</b>	<b>0.0443</b>	<b>3.0122</b>	<b>0.0411</b>	<b>3.0533</b>	<b>0.8131</b>	<b>0.0387</b>	<b>0.8518</b>	<b>0.0000</b>	<b>4,126.2055</b>	<b>4,126.2055</b>	<b>0.1573</b>	<b>0.0000</b>	<b>4,130.1385</b>

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**3.6 Construction A - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1578	1.4469	1.3757	2.2300e-003		0.0796	0.0796		0.0748	0.0748	0.0000	192.2587	192.2587	0.0464	0.0000	193.4183
<b>Total</b>	<b>0.1578</b>	<b>1.4469</b>	<b>1.3757</b>	<b>2.2300e-003</b>		<b>0.0796</b>	<b>0.0796</b>		<b>0.0748</b>	<b>0.0748</b>	<b>0.0000</b>	<b>192.2587</b>	<b>192.2587</b>	<b>0.0464</b>	<b>0.0000</b>	<b>193.4183</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2529	7.9411	2.1413	0.0210	0.5281	0.0244	0.5525	0.1525	0.0234	0.1759	0.0000	2,021.6304	2,021.6304	0.1040	0.0000	2,024.2308
Worker	1.0554	0.7291	8.0148	0.0233	2.4842	0.0167	2.5008	0.6606	0.0154	0.6759	0.0000	2,104.5751	2,104.5751	0.0533	0.0000	2,105.9077
<b>Total</b>	<b>1.3083</b>	<b>8.6702</b>	<b>10.1561</b>	<b>0.0443</b>	<b>3.0122</b>	<b>0.0411</b>	<b>3.0533</b>	<b>0.8131</b>	<b>0.0387</b>	<b>0.8518</b>	<b>0.0000</b>	<b>4,126.2055</b>	<b>4,126.2055</b>	<b>0.1573</b>	<b>0.0000</b>	<b>4,130.1385</b>

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**3.6 Construction A - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
<b>Total</b>	<b>0.2218</b>	<b>2.0300</b>	<b>2.1272</b>	<b>3.5000e-003</b>		<b>0.1052</b>	<b>0.1052</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>301.2428</b>	<b>301.2428</b>	<b>0.0722</b>	<b>0.0000</b>	<b>303.0471</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3680	11.7482	3.0981	0.0326	0.8270	0.0335	0.8605	0.2389	0.0321	0.2710	0.0000	3,138.3393	3,138.3393	0.1583	0.0000	3,142.2956
Worker	1.5474	1.0277	11.5498	0.0352	3.8909	0.0254	3.9163	1.0346	0.0234	1.0580	0.0000	3,178.1376	3,178.1376	0.0751	0.0000	3,180.0147
<b>Total</b>	<b>1.9154</b>	<b>12.7758</b>	<b>14.6478</b>	<b>0.0678</b>	<b>4.7178</b>	<b>0.0589</b>	<b>4.7768</b>	<b>1.2735</b>	<b>0.0555</b>	<b>1.3290</b>	<b>0.0000</b>	<b>6,316.4769</b>	<b>6,316.4769</b>	<b>0.2333</b>	<b>0.0000</b>	<b>6,322.3103</b>

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**3.6 Construction A - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
<b>Total</b>	<b>0.2218</b>	<b>2.0300</b>	<b>2.1272</b>	<b>3.5000e-003</b>		<b>0.1052</b>	<b>0.1052</b>		<b>0.0990</b>	<b>0.0990</b>	<b>0.0000</b>	<b>301.2425</b>	<b>301.2425</b>	<b>0.0722</b>	<b>0.0000</b>	<b>303.0467</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3680	11.7482	3.0981	0.0326	0.8270	0.0335	0.8605	0.2389	0.0321	0.2710	0.0000	3,138.3393	3,138.3393	0.1583	0.0000	3,142.2956
Worker	1.5474	1.0277	11.5498	0.0352	3.8909	0.0254	3.9163	1.0346	0.0234	1.0580	0.0000	3,178.1376	3,178.1376	0.0751	0.0000	3,180.0147
<b>Total</b>	<b>1.9154</b>	<b>12.7758</b>	<b>14.6478</b>	<b>0.0678</b>	<b>4.7178</b>	<b>0.0589</b>	<b>4.7768</b>	<b>1.2735</b>	<b>0.0555</b>	<b>1.3290</b>	<b>0.0000</b>	<b>6,316.4769</b>	<b>6,316.4769</b>	<b>0.2333</b>	<b>0.0000</b>	<b>6,322.3103</b>



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**3.6 Construction A - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6255	1.8356	3.0400e-003		0.0791	0.0791		0.0744	0.0744	0.0000	261.9394	261.9394	0.0623	0.0000	263.4972
<b>Total</b>	<b>0.1777</b>	<b>1.6255</b>	<b>1.8356</b>	<b>3.0400e-003</b>		<b>0.0791</b>	<b>0.0791</b>		<b>0.0744</b>	<b>0.0744</b>	<b>0.0000</b>	<b>261.9394</b>	<b>261.9394</b>	<b>0.0623</b>	<b>0.0000</b>	<b>263.4972</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2513	8.4842	2.3831	0.0278	0.7187	0.0137	0.7324	0.2076	0.0131	0.2207	0.0000	2,677.9625	2,677.9625	0.1242	0.0000	2,681.0678
Worker	1.2612	0.8043	9.2311	0.0294	3.3821	0.0216	3.4036	0.8993	0.0199	0.9192	0.0000	2,658.7077	2,658.7077	0.0586	0.0000	2,660.1715
<b>Total</b>	<b>1.5125</b>	<b>9.2885</b>	<b>11.6142</b>	<b>0.0572</b>	<b>4.1008</b>	<b>0.0352</b>	<b>4.1360</b>	<b>1.1069</b>	<b>0.0329</b>	<b>1.1399</b>	<b>0.0000</b>	<b>5,336.6703</b>	<b>5,336.6703</b>	<b>0.1828</b>	<b>0.0000</b>	<b>5,341.2393</b>

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**3.6 Construction A - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6255	1.8356	3.0400e-003		0.0791	0.0791		0.0744	0.0744	0.0000	261.9391	261.9391	0.0623	0.0000	263.4968
<b>Total</b>	<b>0.1777</b>	<b>1.6255</b>	<b>1.8356</b>	<b>3.0400e-003</b>		<b>0.0791</b>	<b>0.0791</b>		<b>0.0744</b>	<b>0.0744</b>	<b>0.0000</b>	<b>261.9391</b>	<b>261.9391</b>	<b>0.0623</b>	<b>0.0000</b>	<b>263.4968</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2513	8.4842	2.3831	0.0278	0.7187	0.0137	0.7324	0.2076	0.0131	0.2207	0.0000	2,677.9625	2,677.9625	0.1242	0.0000	2,681.0678
Worker	1.2612	0.8043	9.2311	0.0294	3.3821	0.0216	3.4036	0.8993	0.0199	0.9192	0.0000	2,658.7077	2,658.7077	0.0586	0.0000	2,660.1715
<b>Total</b>	<b>1.5125</b>	<b>9.2885</b>	<b>11.6142</b>	<b>0.0572</b>	<b>4.1008</b>	<b>0.0352</b>	<b>4.1360</b>	<b>1.1069</b>	<b>0.0329</b>	<b>1.1399</b>	<b>0.0000</b>	<b>5,336.6703</b>	<b>5,336.6703</b>	<b>0.1828</b>	<b>0.0000</b>	<b>5,341.2393</b>

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**3.7 Architectural Coating A - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.4158					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1191	0.1418	2.3000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	19.9154	19.9154	1.3700e-003	0.0000	19.9496
<b>Total</b>	<b>10.4329</b>	<b>0.1191</b>	<b>0.1418</b>	<b>2.3000e-004</b>		<b>7.3400e-003</b>	<b>7.3400e-003</b>		<b>7.3400e-003</b>	<b>7.3400e-003</b>	<b>0.0000</b>	<b>19.9154</b>	<b>19.9154</b>	<b>1.3700e-003</b>	<b>0.0000</b>	<b>19.9496</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1985	0.1371	1.5075	4.3800e-003	0.4673	3.1300e-003	0.4704	0.1242	2.8900e-003	0.1271	0.0000	395.8498	395.8498	0.0100	0.0000	396.1004
<b>Total</b>	<b>0.1985</b>	<b>0.1371</b>	<b>1.5075</b>	<b>4.3800e-003</b>	<b>0.4673</b>	<b>3.1300e-003</b>	<b>0.4704</b>	<b>0.1242</b>	<b>2.8900e-003</b>	<b>0.1271</b>	<b>0.0000</b>	<b>395.8498</b>	<b>395.8498</b>	<b>0.0100</b>	<b>0.0000</b>	<b>396.1004</b>

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**3.7 Architectural Coating A - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.4158					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1191	0.1418	2.3000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	19.9154	19.9154	1.3700e-003	0.0000	19.9495
<b>Total</b>	<b>10.4329</b>	<b>0.1191</b>	<b>0.1418</b>	<b>2.3000e-004</b>		<b>7.3400e-003</b>	<b>7.3400e-003</b>		<b>7.3400e-003</b>	<b>7.3400e-003</b>	<b>0.0000</b>	<b>19.9154</b>	<b>19.9154</b>	<b>1.3700e-003</b>	<b>0.0000</b>	<b>19.9495</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1985	0.1371	1.5075	4.3800e-003	0.4673	3.1300e-003	0.4704	0.1242	2.8900e-003	0.1271	0.0000	395.8498	395.8498	0.0100	0.0000	396.1004
<b>Total</b>	<b>0.1985</b>	<b>0.1371</b>	<b>1.5075</b>	<b>4.3800e-003</b>	<b>0.4673</b>	<b>3.1300e-003</b>	<b>0.4704</b>	<b>0.1242</b>	<b>2.8900e-003</b>	<b>0.1271</b>	<b>0.0000</b>	<b>395.8498</b>	<b>395.8498</b>	<b>0.0100</b>	<b>0.0000</b>	<b>396.1004</b>

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**3.7 Architectural Coating A - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	17.3597					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
<b>Total</b>	<b>17.3863</b>	<b>0.1831</b>	<b>0.2358</b>	<b>3.9000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>33.2463</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3097	0.2057	2.3117	7.0400e-003	0.7787	5.0900e-003	0.7838	0.2071	4.6900e-003	0.2118	0.0000	636.0952	636.0952	0.0150	0.0000	636.4709
<b>Total</b>	<b>0.3097</b>	<b>0.2057</b>	<b>2.3117</b>	<b>7.0400e-003</b>	<b>0.7787</b>	<b>5.0900e-003</b>	<b>0.7838</b>	<b>0.2071</b>	<b>4.6900e-003</b>	<b>0.2118</b>	<b>0.0000</b>	<b>636.0952</b>	<b>636.0952</b>	<b>0.0150</b>	<b>0.0000</b>	<b>636.4709</b>

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**3.7 Architectural Coating A - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	17.3597					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
<b>Total</b>	<b>17.3863</b>	<b>0.1831</b>	<b>0.2358</b>	<b>3.9000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>33.2463</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3097	0.2057	2.3117	7.0400e-003	0.7787	5.0900e-003	0.7838	0.2071	4.6900e-003	0.2118	0.0000	636.0952	636.0952	0.0150	0.0000	636.4709
<b>Total</b>	<b>0.3097</b>	<b>0.2057</b>	<b>2.3117</b>	<b>7.0400e-003</b>	<b>0.7787</b>	<b>5.0900e-003</b>	<b>0.7838</b>	<b>0.2071</b>	<b>4.6900e-003</b>	<b>0.2118</b>	<b>0.0000</b>	<b>636.0952</b>	<b>636.0952</b>	<b>0.0150</b>	<b>0.0000</b>	<b>636.4709</b>

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**3.7 Architectural Coating A - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	15.7573					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0226	0.1538	0.2137	3.5000e-004		8.3600e-003	8.3600e-003		8.3600e-003	8.3600e-003	0.0000	30.1284	30.1284	1.8000e-003	0.0000	30.1735
<b>Total</b>	<b>15.7799</b>	<b>0.1538</b>	<b>0.2137</b>	<b>3.5000e-004</b>		<b>8.3600e-003</b>	<b>8.3600e-003</b>		<b>8.3600e-003</b>	<b>8.3600e-003</b>	<b>0.0000</b>	<b>30.1284</b>	<b>30.1284</b>	<b>1.8000e-003</b>	<b>0.0000</b>	<b>30.1735</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2636	0.1681	1.9293	6.1400e-003	0.7069	4.5000e-003	0.7114	0.1880	4.1500e-003	0.1921	0.0000	555.6785	555.6785	0.0122	0.0000	555.9845
<b>Total</b>	<b>0.2636</b>	<b>0.1681</b>	<b>1.9293</b>	<b>6.1400e-003</b>	<b>0.7069</b>	<b>4.5000e-003</b>	<b>0.7114</b>	<b>0.1880</b>	<b>4.1500e-003</b>	<b>0.1921</b>	<b>0.0000</b>	<b>555.6785</b>	<b>555.6785</b>	<b>0.0122</b>	<b>0.0000</b>	<b>555.9845</b>

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**3.7 Architectural Coating A - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	15.7573					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0226	0.1538	0.2137	3.5000e-004		8.3600e-003	8.3600e-003		8.3600e-003	8.3600e-003	0.0000	30.1284	30.1284	1.8000e-003	0.0000	30.1734
<b>Total</b>	<b>15.7799</b>	<b>0.1538</b>	<b>0.2137</b>	<b>3.5000e-004</b>		<b>8.3600e-003</b>	<b>8.3600e-003</b>		<b>8.3600e-003</b>	<b>8.3600e-003</b>	<b>0.0000</b>	<b>30.1284</b>	<b>30.1284</b>	<b>1.8000e-003</b>	<b>0.0000</b>	<b>30.1734</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2636	0.1681	1.9293	6.1400e-003	0.7069	4.5000e-003	0.7114	0.1880	4.1500e-003	0.1921	0.0000	555.6785	555.6785	0.0122	0.0000	555.9845
<b>Total</b>	<b>0.2636</b>	<b>0.1681</b>	<b>1.9293</b>	<b>6.1400e-003</b>	<b>0.7069</b>	<b>4.5000e-003</b>	<b>0.7114</b>	<b>0.1880</b>	<b>4.1500e-003</b>	<b>0.1921</b>	<b>0.0000</b>	<b>555.6785</b>	<b>555.6785</b>	<b>0.0122</b>	<b>0.0000</b>	<b>555.9845</b>



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**3.8 Site Preparation B - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0348	0.0000	0.0348	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3100e-003	0.0963	0.0639	1.3000e-004		4.4300e-003	4.4300e-003		4.0800e-003	4.0800e-003	0.0000	11.7077	11.7077	3.7900e-003	0.0000	11.8024
<b>Total</b>	<b>9.3100e-003</b>	<b>0.0963</b>	<b>0.0639</b>	<b>1.3000e-004</b>	<b>0.0632</b>	<b>4.4300e-003</b>	<b>0.0677</b>	<b>0.0348</b>	<b>4.0800e-003</b>	<b>0.0388</b>	<b>0.0000</b>	<b>11.7077</b>	<b>11.7077</b>	<b>3.7900e-003</b>	<b>0.0000</b>	<b>11.8024</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.6000e-004	1.8900e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5454	0.5454	1.0000e-005	0.0000	0.5457
<b>Total</b>	<b>2.6000e-004</b>	<b>1.6000e-004</b>	<b>1.8900e-003</b>	<b>1.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>7.0000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5454</b>	<b>0.5454</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5457</b>

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**3.8 Site Preparation B - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0348	0.0000	0.0348	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3100e-003	0.0963	0.0639	1.3000e-004		4.4300e-003	4.4300e-003		4.0800e-003	4.0800e-003	0.0000	11.7077	11.7077	3.7900e-003	0.0000	11.8024
<b>Total</b>	<b>9.3100e-003</b>	<b>0.0963</b>	<b>0.0639</b>	<b>1.3000e-004</b>	<b>0.0632</b>	<b>4.4300e-003</b>	<b>0.0677</b>	<b>0.0348</b>	<b>4.0800e-003</b>	<b>0.0388</b>	<b>0.0000</b>	<b>11.7077</b>	<b>11.7077</b>	<b>3.7900e-003</b>	<b>0.0000</b>	<b>11.8024</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.6000e-004	1.8900e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5454	0.5454	1.0000e-005	0.0000	0.5457
<b>Total</b>	<b>2.6000e-004</b>	<b>1.6000e-004</b>	<b>1.8900e-003</b>	<b>1.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>7.0000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5454</b>	<b>0.5454</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5457</b>

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**3.9 Grading B - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0659	0.0000	0.0659	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0548	0.5695	0.4628	1.0200e-003		0.0235	0.0235		0.0216	0.0216	0.0000	89.9831	89.9831	0.0291	0.0000	90.7107
<b>Total</b>	<b>0.0548</b>	<b>0.5695</b>	<b>0.4628</b>	<b>1.0200e-003</b>	<b>0.2035</b>	<b>0.0235</b>	<b>0.2270</b>	<b>0.0659</b>	<b>0.0216</b>	<b>0.0875</b>	<b>0.0000</b>	<b>89.9831</b>	<b>89.9831</b>	<b>0.0291</b>	<b>0.0000</b>	<b>90.7107</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	8.6000e-004	9.9200e-003	3.0000e-005	3.6300e-003	2.0000e-005	3.6600e-003	9.7000e-004	2.0000e-005	9.9000e-004	0.0000	2.8567	2.8567	6.0000e-005	0.0000	2.8582
<b>Total</b>	<b>1.3600e-003</b>	<b>8.6000e-004</b>	<b>9.9200e-003</b>	<b>3.0000e-005</b>	<b>3.6300e-003</b>	<b>2.0000e-005</b>	<b>3.6600e-003</b>	<b>9.7000e-004</b>	<b>2.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>2.8567</b>	<b>2.8567</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.8582</b>

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**3.9 Grading B - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0659	0.0000	0.0659	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0548	0.5695	0.4628	1.0200e-003		0.0235	0.0235		0.0216	0.0216	0.0000	89.9830	89.9830	0.0291	0.0000	90.7106
<b>Total</b>	<b>0.0548</b>	<b>0.5695</b>	<b>0.4628</b>	<b>1.0200e-003</b>	<b>0.2035</b>	<b>0.0235</b>	<b>0.2270</b>	<b>0.0659</b>	<b>0.0216</b>	<b>0.0875</b>	<b>0.0000</b>	<b>89.9830</b>	<b>89.9830</b>	<b>0.0291</b>	<b>0.0000</b>	<b>90.7106</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	8.6000e-004	9.9200e-003	3.0000e-005	3.6300e-003	2.0000e-005	3.6600e-003	9.7000e-004	2.0000e-005	9.9000e-004	0.0000	2.8567	2.8567	6.0000e-005	0.0000	2.8582
<b>Total</b>	<b>1.3600e-003</b>	<b>8.6000e-004</b>	<b>9.9200e-003</b>	<b>3.0000e-005</b>	<b>3.6300e-003</b>	<b>2.0000e-005</b>	<b>3.6600e-003</b>	<b>9.7000e-004</b>	<b>2.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>2.8567</b>	<b>2.8567</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.8582</b>

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**3.9 Grading B - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0659	0.0000	0.0659	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0531	0.5342	0.4574	1.0200e-003		0.0220	0.0220		0.0203	0.0203	0.0000	89.9572	89.9572	0.0291	0.0000	90.6846
<b>Total</b>	<b>0.0531</b>	<b>0.5342</b>	<b>0.4574</b>	<b>1.0200e-003</b>	<b>0.2035</b>	<b>0.0220</b>	<b>0.2255</b>	<b>0.0659</b>	<b>0.0203</b>	<b>0.0861</b>	<b>0.0000</b>	<b>89.9572</b>	<b>89.9572</b>	<b>0.0291</b>	<b>0.0000</b>	<b>90.6846</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2800e-003	7.8000e-004	9.1900e-003	3.0000e-005	3.6300e-003	2.0000e-005	3.6600e-003	9.7000e-004	2.0000e-005	9.9000e-004	0.0000	2.7455	2.7455	6.0000e-005	0.0000	2.7469
<b>Total</b>	<b>1.2800e-003</b>	<b>7.8000e-004</b>	<b>9.1900e-003</b>	<b>3.0000e-005</b>	<b>3.6300e-003</b>	<b>2.0000e-005</b>	<b>3.6600e-003</b>	<b>9.7000e-004</b>	<b>2.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>2.7455</b>	<b>2.7455</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.7469</b>

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**3.9 Grading B - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2035	0.0000	0.2035	0.0659	0.0000	0.0659	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0531	0.5342	0.4574	1.0200e-003		0.0220	0.0220		0.0203	0.0203	0.0000	89.9571	89.9571	0.0291	0.0000	90.6845
<b>Total</b>	<b>0.0531</b>	<b>0.5342</b>	<b>0.4574</b>	<b>1.0200e-003</b>	<b>0.2035</b>	<b>0.0220</b>	<b>0.2255</b>	<b>0.0659</b>	<b>0.0203</b>	<b>0.0861</b>	<b>0.0000</b>	<b>89.9571</b>	<b>89.9571</b>	<b>0.0291</b>	<b>0.0000</b>	<b>90.6845</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2800e-003	7.8000e-004	9.1900e-003	3.0000e-005	3.6300e-003	2.0000e-005	3.6600e-003	9.7000e-004	2.0000e-005	9.9000e-004	0.0000	2.7455	2.7455	6.0000e-005	0.0000	2.7469
<b>Total</b>	<b>1.2800e-003</b>	<b>7.8000e-004</b>	<b>9.1900e-003</b>	<b>3.0000e-005</b>	<b>3.6300e-003</b>	<b>2.0000e-005</b>	<b>3.6600e-003</b>	<b>9.7000e-004</b>	<b>2.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>2.7455</b>	<b>2.7455</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.7469</b>

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**3.10 Paving B - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0109</b>	<b>0.1048</b>	<b>0.1609</b>	<b>2.5000e-004</b>		<b>5.1500e-003</b>	<b>5.1500e-003</b>		<b>4.7400e-003</b>	<b>4.7400e-003</b>	<b>0.0000</b>	<b>22.0292</b>	<b>22.0292</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2073</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	3.9000e-004	4.6000e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3728	1.3728	3.0000e-005	0.0000	1.3735
<b>Total</b>	<b>6.4000e-004</b>	<b>3.9000e-004</b>	<b>4.6000e-003</b>	<b>2.0000e-005</b>	<b>1.8200e-003</b>	<b>1.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.3728</b>	<b>1.3728</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.3735</b>

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**3.10 Paving B - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0109</b>	<b>0.1048</b>	<b>0.1609</b>	<b>2.5000e-004</b>		<b>5.1500e-003</b>	<b>5.1500e-003</b>		<b>4.7400e-003</b>	<b>4.7400e-003</b>	<b>0.0000</b>	<b>22.0292</b>	<b>22.0292</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2073</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	3.9000e-004	4.6000e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3728	1.3728	3.0000e-005	0.0000	1.3735
<b>Total</b>	<b>6.4000e-004</b>	<b>3.9000e-004</b>	<b>4.6000e-003</b>	<b>2.0000e-005</b>	<b>1.8200e-003</b>	<b>1.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.3728</b>	<b>1.3728</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.3735</b>



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**3.11 Construction B - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1523	1.3914	1.6733	2.7900e-003		0.0635	0.0635		0.0597	0.0597	0.0000	239.9638	239.9638	0.0567	0.0000	241.3824
<b>Total</b>	<b>0.1523</b>	<b>1.3914</b>	<b>1.6733</b>	<b>2.7900e-003</b>		<b>0.0635</b>	<b>0.0635</b>		<b>0.0597</b>	<b>0.0597</b>	<b>0.0000</b>	<b>239.9638</b>	<b>239.9638</b>	<b>0.0567</b>	<b>0.0000</b>	<b>241.3824</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2200	7.6091	2.0467	0.0253	0.6583	0.0119	0.6702	0.1901	0.0114	0.2016	0.0000	2,439.0556	2,439.0556	0.1124	0.0000	2,441.8654
Worker	1.0881	0.6663	7.8382	0.0259	3.0977	0.0193	3.1170	0.8237	0.0178	0.8415	0.0000	2,340.4526	2,340.4526	0.0484	0.0000	2,341.6628
<b>Total</b>	<b>1.3081</b>	<b>8.2754</b>	<b>9.8849</b>	<b>0.0512</b>	<b>3.7560</b>	<b>0.0312</b>	<b>3.7872</b>	<b>1.0139</b>	<b>0.0292</b>	<b>1.0430</b>	<b>0.0000</b>	<b>4,779.5082</b>	<b>4,779.5082</b>	<b>0.1608</b>	<b>0.0000</b>	<b>4,783.5281</b>

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**3.11 Construction B - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1523	1.3914	1.6733	2.7900e-003		0.0635	0.0635		0.0597	0.0597	0.0000	239.9635	239.9635	0.0567	0.0000	241.3822
<b>Total</b>	<b>0.1523</b>	<b>1.3914</b>	<b>1.6733</b>	<b>2.7900e-003</b>		<b>0.0635</b>	<b>0.0635</b>		<b>0.0597</b>	<b>0.0597</b>	<b>0.0000</b>	<b>239.9635</b>	<b>239.9635</b>	<b>0.0567</b>	<b>0.0000</b>	<b>241.3822</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2200	7.6091	2.0467	0.0253	0.6583	0.0119	0.6702	0.1901	0.0114	0.2016	0.0000	2,439.0556	2,439.0556	0.1124	0.0000	2,441.8654
Worker	1.0881	0.6663	7.8382	0.0259	3.0977	0.0193	3.1170	0.8237	0.0178	0.8415	0.0000	2,340.4526	2,340.4526	0.0484	0.0000	2,341.6628
<b>Total</b>	<b>1.3081</b>	<b>8.2754</b>	<b>9.8849</b>	<b>0.0512</b>	<b>3.7560</b>	<b>0.0312</b>	<b>3.7872</b>	<b>1.0139</b>	<b>0.0292</b>	<b>1.0430</b>	<b>0.0000</b>	<b>4,779.5082</b>	<b>4,779.5082</b>	<b>0.1608</b>	<b>0.0000</b>	<b>4,783.5281</b>

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**3.11 Construction B - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2666	9.4003	2.4500	0.0318	0.8299	0.0143	0.8442	0.2397	0.0137	0.2534	0.0000	3,058.6392	3,058.6392	0.1401	0.0000	3,062.1416
Worker	1.2980	0.7635	9.1621	0.0313	3.9058	0.0239	3.9297	1.0386	0.0220	1.0606	0.0000	2,832.7769	2,832.7769	0.0554	0.0000	2,834.1608
<b>Total</b>	<b>1.5646</b>	<b>10.1638</b>	<b>11.6121</b>	<b>0.0631</b>	<b>4.7357</b>	<b>0.0382</b>	<b>4.7739</b>	<b>1.2783</b>	<b>0.0357</b>	<b>1.3140</b>	<b>0.0000</b>	<b>5,891.4162</b>	<b>5,891.4162</b>	<b>0.1955</b>	<b>0.0000</b>	<b>5,896.3024</b>

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**3.11 Construction B - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2666	9.4003	2.4500	0.0318	0.8299	0.0143	0.8442	0.2397	0.0137	0.2534	0.0000	3,058.6392	3,058.6392	0.1401	0.0000	3,062.1416
Worker	1.2980	0.7635	9.1621	0.0313	3.9058	0.0239	3.9297	1.0386	0.0220	1.0606	0.0000	2,832.7769	2,832.7769	0.0554	0.0000	2,834.1608
<b>Total</b>	<b>1.5646</b>	<b>10.1638</b>	<b>11.6121</b>	<b>0.0631</b>	<b>4.7357</b>	<b>0.0382</b>	<b>4.7739</b>	<b>1.2783</b>	<b>0.0357</b>	<b>1.3140</b>	<b>0.0000</b>	<b>5,891.4162</b>	<b>5,891.4162</b>	<b>0.1955</b>	<b>0.0000</b>	<b>5,896.3024</b>

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**3.11 Construction B - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2572	9.2156	2.3440	0.0316	0.8298	0.0136	0.8434	0.2397	0.0130	0.2527	0.0000	3,042.8396	3,042.8396	0.1386	0.0000	3,046.3049
Worker	1.2328	0.6982	8.5353	0.0301	3.9058	0.0232	3.9290	1.0386	0.0213	1.0599	0.0000	2,727.4960	2,727.4960	0.0504	0.0000	2,728.7568
<b>Total</b>	<b>1.4900</b>	<b>9.9137</b>	<b>10.8793</b>	<b>0.0617</b>	<b>4.7356</b>	<b>0.0368</b>	<b>4.7724</b>	<b>1.2783</b>	<b>0.0343</b>	<b>1.3126</b>	<b>0.0000</b>	<b>5,770.3357</b>	<b>5,770.3357</b>	<b>0.1890</b>	<b>0.0000</b>	<b>5,775.0617</b>

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**3.11 Construction B - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2572	9.2156	2.3440	0.0316	0.8298	0.0136	0.8434	0.2397	0.0130	0.2527	0.0000	3,042.8396	3,042.8396	0.1386	0.0000	3,046.3049
Worker	1.2328	0.6982	8.5353	0.0301	3.9058	0.0232	3.9290	1.0386	0.0213	1.0599	0.0000	2,727.4960	2,727.4960	0.0504	0.0000	2,728.7568
<b>Total</b>	<b>1.4900</b>	<b>9.9137</b>	<b>10.8793</b>	<b>0.0617</b>	<b>4.7356</b>	<b>0.0368</b>	<b>4.7724</b>	<b>1.2783</b>	<b>0.0343</b>	<b>1.3126</b>	<b>0.0000</b>	<b>5,770.3357</b>	<b>5,770.3357</b>	<b>0.1890</b>	<b>0.0000</b>	<b>5,775.0617</b>

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**3.11 Construction B - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0369	0.3367	0.4343	7.3000e-004		0.0142	0.0142		0.0134	0.0134	0.0000	62.6183	62.6183	0.0147	0.0000	62.9862
<b>Total</b>	<b>0.0369</b>	<b>0.3367</b>	<b>0.4343</b>	<b>7.3000e-004</b>		<b>0.0142</b>	<b>0.0142</b>		<b>0.0134</b>	<b>0.0134</b>	<b>0.0000</b>	<b>62.6183</b>	<b>62.6183</b>	<b>0.0147</b>	<b>0.0000</b>	<b>62.9862</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0515	1.8714	0.4659	6.5000e-003	0.1717	2.6800e-003	0.1744	0.0496	2.5700e-003	0.0522	0.0000	626.4732	626.4732	0.0284	0.0000	627.1827
Worker	0.2418	0.1323	1.6488	6.0200e-003	0.8081	4.5500e-003	0.8127	0.2149	4.1900e-003	0.2191	0.0000	544.8158	544.8158	9.5100e-003	0.0000	545.0536
<b>Total</b>	<b>0.2932</b>	<b>2.0037</b>	<b>2.1147</b>	<b>0.0125</b>	<b>0.9798</b>	<b>7.2300e-003</b>	<b>0.9870</b>	<b>0.2645</b>	<b>6.7600e-003</b>	<b>0.2712</b>	<b>0.0000</b>	<b>1,171.2890</b>	<b>1,171.2890</b>	<b>0.0379</b>	<b>0.0000</b>	<b>1,172.2363</b>

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**3.11 Construction B - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0369	0.3367	0.4343	7.3000e-004		0.0142	0.0142		0.0134	0.0134	0.0000	62.6182	62.6182	0.0147	0.0000	62.9862
<b>Total</b>	<b>0.0369</b>	<b>0.3367</b>	<b>0.4343</b>	<b>7.3000e-004</b>		<b>0.0142</b>	<b>0.0142</b>		<b>0.0134</b>	<b>0.0134</b>	<b>0.0000</b>	<b>62.6182</b>	<b>62.6182</b>	<b>0.0147</b>	<b>0.0000</b>	<b>62.9862</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0515	1.8714	0.4659	6.5000e-003	0.1717	2.6800e-003	0.1744	0.0496	2.5700e-003	0.0522	0.0000	626.4732	626.4732	0.0284	0.0000	627.1827
Worker	0.2418	0.1323	1.6488	6.0200e-003	0.8081	4.5500e-003	0.8127	0.2149	4.1900e-003	0.2191	0.0000	544.8158	544.8158	9.5100e-003	0.0000	545.0536
<b>Total</b>	<b>0.2932</b>	<b>2.0037</b>	<b>2.1147</b>	<b>0.0125</b>	<b>0.9798</b>	<b>7.2300e-003</b>	<b>0.9870</b>	<b>0.2645</b>	<b>6.7600e-003</b>	<b>0.2712</b>	<b>0.0000</b>	<b>1,171.2890</b>	<b>1,171.2890</b>	<b>0.0379</b>	<b>0.0000</b>	<b>1,172.2363</b>



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**3.12 Architectural Coating B - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.9527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0178	0.1201	0.1783	2.9000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	25.1496	25.1496	1.4200e-003	0.0000	25.1850
<b>Total</b>	<b>10.9705</b>	<b>0.1201</b>	<b>0.1783</b>	<b>2.9000e-004</b>		<b>6.0000e-003</b>	<b>6.0000e-003</b>		<b>6.0000e-003</b>	<b>6.0000e-003</b>	<b>0.0000</b>	<b>25.1496</b>	<b>25.1496</b>	<b>1.4200e-003</b>	<b>0.0000</b>	<b>25.1850</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2073	0.1269	1.4930	4.9300e-003	0.5901	3.6800e-003	0.5937	0.1569	3.3900e-003	0.1603	0.0000	445.8053	445.8053	9.2200e-003	0.0000	446.0358
<b>Total</b>	<b>0.2073</b>	<b>0.1269</b>	<b>1.4930</b>	<b>4.9300e-003</b>	<b>0.5901</b>	<b>3.6800e-003</b>	<b>0.5937</b>	<b>0.1569</b>	<b>3.3900e-003</b>	<b>0.1603</b>	<b>0.0000</b>	<b>445.8053</b>	<b>445.8053</b>	<b>9.2200e-003</b>	<b>0.0000</b>	<b>446.0358</b>

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**3.12 Architectural Coating B - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.9527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0178	0.1201	0.1783	2.9000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	25.1495	25.1495	1.4200e-003	0.0000	25.1849
<b>Total</b>	<b>10.9705</b>	<b>0.1201</b>	<b>0.1783</b>	<b>2.9000e-004</b>		<b>6.0000e-003</b>	<b>6.0000e-003</b>		<b>6.0000e-003</b>	<b>6.0000e-003</b>	<b>0.0000</b>	<b>25.1495</b>	<b>25.1495</b>	<b>1.4200e-003</b>	<b>0.0000</b>	<b>25.1849</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2073	0.1269	1.4930	4.9300e-003	0.5901	3.6800e-003	0.5937	0.1569	3.3900e-003	0.1603	0.0000	445.8053	445.8053	9.2200e-003	0.0000	446.0358
<b>Total</b>	<b>0.2073</b>	<b>0.1269</b>	<b>1.4930</b>	<b>4.9300e-003</b>	<b>0.5901</b>	<b>3.6800e-003</b>	<b>0.5937</b>	<b>0.1569</b>	<b>3.3900e-003</b>	<b>0.1603</b>	<b>0.0000</b>	<b>445.8053</b>	<b>445.8053</b>	<b>9.2200e-003</b>	<b>0.0000</b>	<b>446.0358</b>

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**3.12 Architectural Coating B - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	14.5110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>14.5333</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2598	0.1528	1.8338	6.2700e-003	0.7817	4.7800e-003	0.7865	0.2079	4.4000e-003	0.2123	0.0000	566.9723	566.9723	0.0111	0.0000	567.2493
<b>Total</b>	<b>0.2598</b>	<b>0.1528</b>	<b>1.8338</b>	<b>6.2700e-003</b>	<b>0.7817</b>	<b>4.7800e-003</b>	<b>0.7865</b>	<b>0.2079</b>	<b>4.4000e-003</b>	<b>0.2123</b>	<b>0.0000</b>	<b>566.9723</b>	<b>566.9723</b>	<b>0.0111</b>	<b>0.0000</b>	<b>567.2493</b>

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**3.12 Architectural Coating B - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	14.5110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>14.5333</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2598	0.1528	1.8338	6.2700e-003	0.7817	4.7800e-003	0.7865	0.2079	4.4000e-003	0.2123	0.0000	566.9723	566.9723	0.0111	0.0000	567.2493
<b>Total</b>	<b>0.2598</b>	<b>0.1528</b>	<b>1.8338</b>	<b>6.2700e-003</b>	<b>0.7817</b>	<b>4.7800e-003</b>	<b>0.7865</b>	<b>0.2079</b>	<b>4.4000e-003</b>	<b>0.2123</b>	<b>0.0000</b>	<b>566.9723</b>	<b>566.9723</b>	<b>0.0111</b>	<b>0.0000</b>	<b>567.2493</b>

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**3.12 Architectural Coating B - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	14.5110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>14.5333</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2467	0.1397	1.7083	6.0300e-003	0.7817	4.6300e-003	0.7864	0.2079	4.2700e-003	0.2121	0.0000	545.9006	545.9006	0.0101	0.0000	546.1529
<b>Total</b>	<b>0.2467</b>	<b>0.1397</b>	<b>1.7083</b>	<b>6.0300e-003</b>	<b>0.7817</b>	<b>4.6300e-003</b>	<b>0.7864</b>	<b>0.2079</b>	<b>4.2700e-003</b>	<b>0.2121</b>	<b>0.0000</b>	<b>545.9006</b>	<b>545.9006</b>	<b>0.0101</b>	<b>0.0000</b>	<b>546.1529</b>

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**3.12 Architectural Coating B - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	14.5110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>14.5333</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2467	0.1397	1.7083	6.0300e-003	0.7817	4.6300e-003	0.7864	0.2079	4.2700e-003	0.2121	0.0000	545.9006	545.9006	0.0101	0.0000	546.1529
<b>Total</b>	<b>0.2467</b>	<b>0.1397</b>	<b>1.7083</b>	<b>6.0300e-003</b>	<b>0.7817</b>	<b>4.6300e-003</b>	<b>0.7864</b>	<b>0.2079</b>	<b>4.2700e-003</b>	<b>0.2121</b>	<b>0.0000</b>	<b>545.9006</b>	<b>545.9006</b>	<b>0.0101</b>	<b>0.0000</b>	<b>546.1529</b>

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**3.12 Architectural Coating B - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.5582					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4700e-003	0.0367	0.0579	1.0000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	8.1704	8.1704	4.5000e-004	0.0000	8.1816
<b>Total</b>	<b>3.5637</b>	<b>0.0367</b>	<b>0.0579</b>	<b>1.0000e-004</b>		<b>1.6500e-003</b>	<b>1.6500e-003</b>		<b>1.6500e-003</b>	<b>1.6500e-003</b>	<b>0.0000</b>	<b>8.1704</b>	<b>8.1704</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>8.1816</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0574	0.0314	0.3911	1.4300e-003	0.1917	1.0800e-003	0.1928	0.0510	9.9000e-004	0.0520	0.0000	129.2366	129.2366	2.2600e-003	0.0000	129.2930
<b>Total</b>	<b>0.0574</b>	<b>0.0314</b>	<b>0.3911</b>	<b>1.4300e-003</b>	<b>0.1917</b>	<b>1.0800e-003</b>	<b>0.1928</b>	<b>0.0510</b>	<b>9.9000e-004</b>	<b>0.0520</b>	<b>0.0000</b>	<b>129.2366</b>	<b>129.2366</b>	<b>2.2600e-003</b>	<b>0.0000</b>	<b>129.2930</b>

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**3.12 Architectural Coating B - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.5582					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4700e-003	0.0367	0.0579	1.0000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	8.1704	8.1704	4.5000e-004	0.0000	8.1815
<b>Total</b>	<b>3.5637</b>	<b>0.0367</b>	<b>0.0579</b>	<b>1.0000e-004</b>		<b>1.6500e-003</b>	<b>1.6500e-003</b>		<b>1.6500e-003</b>	<b>1.6500e-003</b>	<b>0.0000</b>	<b>8.1704</b>	<b>8.1704</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>8.1815</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0574	0.0314	0.3911	1.4300e-003	0.1917	1.0800e-003	0.1928	0.0510	9.9000e-004	0.0520	0.0000	129.2366	129.2366	2.2600e-003	0.0000	129.2930
<b>Total</b>	<b>0.0574</b>	<b>0.0314</b>	<b>0.3911</b>	<b>1.4300e-003</b>	<b>0.1917</b>	<b>1.0800e-003</b>	<b>0.1928</b>	<b>0.0510</b>	<b>9.9000e-004</b>	<b>0.0520</b>	<b>0.0000</b>	<b>129.2366</b>	<b>129.2366</b>	<b>2.2600e-003</b>	<b>0.0000</b>	<b>129.2930</b>



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**3.13 Site Preparation C - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0348	0.0000	0.0348	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6500e-003	0.0883	0.0627	1.3000e-004		3.8000e-003	3.8000e-003		3.5000e-003	3.5000e-003	0.0000	11.7135	11.7135	3.7900e-003	0.0000	11.8082
<b>Total</b>	<b>8.6500e-003</b>	<b>0.0883</b>	<b>0.0627</b>	<b>1.3000e-004</b>	<b>0.0632</b>	<b>3.8000e-003</b>	<b>0.0670</b>	<b>0.0348</b>	<b>3.5000e-003</b>	<b>0.0383</b>	<b>0.0000</b>	<b>11.7135</b>	<b>11.7135</b>	<b>3.7900e-003</b>	<b>0.0000</b>	<b>11.8082</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.1000e-004	1.4200e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.4677	0.4677	1.0000e-005	0.0000	0.4679
<b>Total</b>	<b>2.1000e-004</b>	<b>1.1000e-004</b>	<b>1.4200e-003</b>	<b>1.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>7.0000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.4677</b>	<b>0.4677</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4679</b>

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**3.13 Site Preparation C - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0348	0.0000	0.0348	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6500e-003	0.0883	0.0627	1.3000e-004		3.8000e-003	3.8000e-003		3.5000e-003	3.5000e-003	0.0000	11.7134	11.7134	3.7900e-003	0.0000	11.8081
<b>Total</b>	<b>8.6500e-003</b>	<b>0.0883</b>	<b>0.0627</b>	<b>1.3000e-004</b>	<b>0.0632</b>	<b>3.8000e-003</b>	<b>0.0670</b>	<b>0.0348</b>	<b>3.5000e-003</b>	<b>0.0383</b>	<b>0.0000</b>	<b>11.7134</b>	<b>11.7134</b>	<b>3.7900e-003</b>	<b>0.0000</b>	<b>11.8081</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.1000e-004	1.4200e-003	1.0000e-005	6.9000e-004	0.0000	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.4677	0.4677	1.0000e-005	0.0000	0.4679
<b>Total</b>	<b>2.1000e-004</b>	<b>1.1000e-004</b>	<b>1.4200e-003</b>	<b>1.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>7.0000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.4677</b>	<b>0.4677</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4679</b>

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**3.14 Grading C - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2209	0.0000	0.2209	0.0970	0.0000	0.0970	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0798	0.7684	0.7241	1.7100e-003		0.0311	0.0311		0.0286	0.0286	0.0000	149.8921	149.8921	0.0485	0.0000	151.1040
<b>Total</b>	<b>0.0798</b>	<b>0.7684</b>	<b>0.7241</b>	<b>1.7100e-003</b>	<b>0.2209</b>	<b>0.0311</b>	<b>0.2520</b>	<b>0.0970</b>	<b>0.0286</b>	<b>0.1256</b>	<b>0.0000</b>	<b>149.8921</b>	<b>149.8921</b>	<b>0.0485</b>	<b>0.0000</b>	<b>151.1040</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8100e-003	9.9000e-004	0.0124	5.0000e-005	6.0600e-003	3.0000e-005	6.0900e-003	1.6100e-003	3.0000e-005	1.6400e-003	0.0000	4.0832	4.0832	7.0000e-005	0.0000	4.0850
<b>Total</b>	<b>1.8100e-003</b>	<b>9.9000e-004</b>	<b>0.0124</b>	<b>5.0000e-005</b>	<b>6.0600e-003</b>	<b>3.0000e-005</b>	<b>6.0900e-003</b>	<b>1.6100e-003</b>	<b>3.0000e-005</b>	<b>1.6400e-003</b>	<b>0.0000</b>	<b>4.0832</b>	<b>4.0832</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>4.0850</b>

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**3.14 Grading C - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2209	0.0000	0.2209	0.0970	0.0000	0.0970	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0798	0.7684	0.7241	1.7100e-003		0.0311	0.0311		0.0286	0.0286	0.0000	149.8919	149.8919	0.0485	0.0000	151.1039
<b>Total</b>	<b>0.0798</b>	<b>0.7684</b>	<b>0.7241</b>	<b>1.7100e-003</b>	<b>0.2209</b>	<b>0.0311</b>	<b>0.2520</b>	<b>0.0970</b>	<b>0.0286</b>	<b>0.1256</b>	<b>0.0000</b>	<b>149.8919</b>	<b>149.8919</b>	<b>0.0485</b>	<b>0.0000</b>	<b>151.1039</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8100e-003	9.9000e-004	0.0124	5.0000e-005	6.0600e-003	3.0000e-005	6.0900e-003	1.6100e-003	3.0000e-005	1.6400e-003	0.0000	4.0832	4.0832	7.0000e-005	0.0000	4.0850
<b>Total</b>	<b>1.8100e-003</b>	<b>9.9000e-004</b>	<b>0.0124</b>	<b>5.0000e-005</b>	<b>6.0600e-003</b>	<b>3.0000e-005</b>	<b>6.0900e-003</b>	<b>1.6100e-003</b>	<b>3.0000e-005</b>	<b>1.6400e-003</b>	<b>0.0000</b>	<b>4.0832</b>	<b>4.0832</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>4.0850</b>

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**3.15 Paving C - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0300e-003	0.0472	0.0802	1.3000e-004		2.3000e-003	2.3000e-003		2.1200e-003	2.1200e-003	0.0000	11.0106	11.0106	3.5600e-003	0.0000	11.0996
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.0300e-003</b>	<b>0.0472</b>	<b>0.0802</b>	<b>1.3000e-004</b>		<b>2.3000e-003</b>	<b>2.3000e-003</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>11.0106</b>	<b>11.0106</b>	<b>3.5600e-003</b>	<b>0.0000</b>	<b>11.0996</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.5000e-004	1.8500e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	0.0000	2.5000e-004	0.0000	0.6125	0.6125	1.0000e-005	0.0000	0.6128
<b>Total</b>	<b>2.7000e-004</b>	<b>1.5000e-004</b>	<b>1.8500e-003</b>	<b>1.0000e-005</b>	<b>9.1000e-004</b>	<b>1.0000e-005</b>	<b>9.1000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>0.6125</b>	<b>0.6125</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.6128</b>

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**3.15 Paving C - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0300e-003	0.0472	0.0802	1.3000e-004		2.3000e-003	2.3000e-003		2.1200e-003	2.1200e-003	0.0000	11.0106	11.0106	3.5600e-003	0.0000	11.0996
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.0300e-003</b>	<b>0.0472</b>	<b>0.0802</b>	<b>1.3000e-004</b>		<b>2.3000e-003</b>	<b>2.3000e-003</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>11.0106</b>	<b>11.0106</b>	<b>3.5600e-003</b>	<b>0.0000</b>	<b>11.0996</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.5000e-004	1.8500e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	0.0000	2.5000e-004	0.0000	0.6125	0.6125	1.0000e-005	0.0000	0.6128
<b>Total</b>	<b>2.7000e-004</b>	<b>1.5000e-004</b>	<b>1.8500e-003</b>	<b>1.0000e-005</b>	<b>9.1000e-004</b>	<b>1.0000e-005</b>	<b>9.1000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>0.6125</b>	<b>0.6125</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.6128</b>

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**3.16 Arcitectoral Coating C - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.5574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0128	0.0859	0.1357	2.2000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	19.1494	19.1494	1.0400e-003	0.0000	19.1755
<b>Total</b>	<b>5.5702</b>	<b>0.0859</b>	<b>0.1357</b>	<b>2.2000e-004</b>		<b>3.8600e-003</b>	<b>3.8600e-003</b>		<b>3.8600e-003</b>	<b>3.8600e-003</b>	<b>0.0000</b>	<b>19.1494</b>	<b>19.1494</b>	<b>1.0400e-003</b>	<b>0.0000</b>	<b>19.1755</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1344	0.0735	0.9167	3.3500e-003	0.4493	2.5300e-003	0.4518	0.1195	2.3300e-003	0.1218	0.0000	302.8982	302.8982	5.2900e-003	0.0000	303.0304
<b>Total</b>	<b>0.1344</b>	<b>0.0735</b>	<b>0.9167</b>	<b>3.3500e-003</b>	<b>0.4493</b>	<b>2.5300e-003</b>	<b>0.4518</b>	<b>0.1195</b>	<b>2.3300e-003</b>	<b>0.1218</b>	<b>0.0000</b>	<b>302.8982</b>	<b>302.8982</b>	<b>5.2900e-003</b>	<b>0.0000</b>	<b>303.0304</b>

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**3.16 Arcitectoral Coating C - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.5574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0128	0.0859	0.1357	2.2000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	19.1494	19.1494	1.0400e-003	0.0000	19.1755
<b>Total</b>	<b>5.5702</b>	<b>0.0859</b>	<b>0.1357</b>	<b>2.2000e-004</b>		<b>3.8600e-003</b>	<b>3.8600e-003</b>		<b>3.8600e-003</b>	<b>3.8600e-003</b>	<b>0.0000</b>	<b>19.1494</b>	<b>19.1494</b>	<b>1.0400e-003</b>	<b>0.0000</b>	<b>19.1755</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1344	0.0735	0.9167	3.3500e-003	0.4493	2.5300e-003	0.4518	0.1195	2.3300e-003	0.1218	0.0000	302.8982	302.8982	5.2900e-003	0.0000	303.0304
<b>Total</b>	<b>0.1344</b>	<b>0.0735</b>	<b>0.9167</b>	<b>3.3500e-003</b>	<b>0.4493</b>	<b>2.5300e-003</b>	<b>0.4518</b>	<b>0.1195</b>	<b>2.3300e-003</b>	<b>0.1218</b>	<b>0.0000</b>	<b>302.8982</b>	<b>302.8982</b>	<b>5.2900e-003</b>	<b>0.0000</b>	<b>303.0304</b>



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**3.16 Arcitectoral Coating C - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6328					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2376
<b>Total</b>	<b>9.6550</b>	<b>0.1489</b>	<b>0.2352</b>	<b>3.9000e-004</b>		<b>6.7000e-003</b>	<b>6.7000e-003</b>		<b>6.7000e-003</b>	<b>6.7000e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.8100e-003</b>	<b>0.0000</b>	<b>33.2376</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2195	0.1171	1.4893	5.6200e-003	0.7787	4.0900e-003	0.7828	0.2071	3.7600e-003	0.2108	0.0000	508.3525	508.3525	8.4000e-003	0.0000	508.5625
<b>Total</b>	<b>0.2195</b>	<b>0.1171</b>	<b>1.4893</b>	<b>5.6200e-003</b>	<b>0.7787</b>	<b>4.0900e-003</b>	<b>0.7828</b>	<b>0.2071</b>	<b>3.7600e-003</b>	<b>0.2108</b>	<b>0.0000</b>	<b>508.3525</b>	<b>508.3525</b>	<b>8.4000e-003</b>	<b>0.0000</b>	<b>508.5625</b>

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**3.16 Arcitectoral Coating C - 2028**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6328					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2375
<b>Total</b>	<b>9.6550</b>	<b>0.1489</b>	<b>0.2352</b>	<b>3.9000e-004</b>		<b>6.7000e-003</b>	<b>6.7000e-003</b>		<b>6.7000e-003</b>	<b>6.7000e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.8100e-003</b>	<b>0.0000</b>	<b>33.2375</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2195	0.1171	1.4893	5.6200e-003	0.7787	4.0900e-003	0.7828	0.2071	3.7600e-003	0.2108	0.0000	508.3525	508.3525	8.4000e-003	0.0000	508.5625
<b>Total</b>	<b>0.2195</b>	<b>0.1171</b>	<b>1.4893</b>	<b>5.6200e-003</b>	<b>0.7787</b>	<b>4.0900e-003</b>	<b>0.7828</b>	<b>0.2071</b>	<b>3.7600e-003</b>	<b>0.2108</b>	<b>0.0000</b>	<b>508.3525</b>	<b>508.3525</b>	<b>8.4000e-003</b>	<b>0.0000</b>	<b>508.5625</b>

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**3.16 Arcitectoral Coating C - 2029**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>9.6922</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2055	0.1077	1.3990	5.4700e-003	0.7817	3.8200e-003	0.7856	0.2079	3.5200e-003	0.2114	0.0000	495.4801	495.4801	7.7000e-003	0.0000	495.6726
<b>Total</b>	<b>0.2055</b>	<b>0.1077</b>	<b>1.3990</b>	<b>5.4700e-003</b>	<b>0.7817</b>	<b>3.8200e-003</b>	<b>0.7856</b>	<b>0.2079</b>	<b>3.5200e-003</b>	<b>0.2114</b>	<b>0.0000</b>	<b>495.4801</b>	<b>495.4801</b>	<b>7.7000e-003</b>	<b>0.0000</b>	<b>495.6726</b>

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**3.16 Arcitectoral Coating C - 2029**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
<b>Total</b>	<b>9.6922</b>	<b>0.1495</b>	<b>0.2361</b>	<b>3.9000e-004</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>		<b>6.7200e-003</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>33.3654</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2055	0.1077	1.3990	5.4700e-003	0.7817	3.8200e-003	0.7856	0.2079	3.5200e-003	0.2114	0.0000	495.4801	495.4801	7.7000e-003	0.0000	495.6726
<b>Total</b>	<b>0.2055</b>	<b>0.1077</b>	<b>1.3990</b>	<b>5.4700e-003</b>	<b>0.7817</b>	<b>3.8200e-003</b>	<b>0.7856</b>	<b>0.2079</b>	<b>3.5200e-003</b>	<b>0.2114</b>	<b>0.0000</b>	<b>495.4801</b>	<b>495.4801</b>	<b>7.7000e-003</b>	<b>0.0000</b>	<b>495.6726</b>

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**3.16 Arcitectoral Coating C - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537
<b>Total</b>	<b>9.6869</b>	<b>0.1117</b>	<b>0.2346</b>	<b>3.9000e-004</b>		<b>2.6500e-003</b>	<b>2.6500e-003</b>		<b>2.6500e-003</b>	<b>2.6500e-003</b>	<b>0.0000</b>	<b>33.3200</b>	<b>33.3200</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>33.3537</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1912	0.0989	1.3127	5.3300e-003	0.7817	3.5600e-003	0.7853	0.2079	3.2700e-003	0.2111	0.0000	482.4215	482.4215	7.0500e-003	0.0000	482.5977
<b>Total</b>	<b>0.1912</b>	<b>0.0989</b>	<b>1.3127</b>	<b>5.3300e-003</b>	<b>0.7817</b>	<b>3.5600e-003</b>	<b>0.7853</b>	<b>0.2079</b>	<b>3.2700e-003</b>	<b>0.2111</b>	<b>0.0000</b>	<b>482.4215</b>	<b>482.4215</b>	<b>7.0500e-003</b>	<b>0.0000</b>	<b>482.5977</b>

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**3.16 Arcitectoral Coating C - 2030**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536
<b>Total</b>	<b>9.6869</b>	<b>0.1117</b>	<b>0.2346</b>	<b>3.9000e-004</b>		<b>2.6500e-003</b>	<b>2.6500e-003</b>		<b>2.6500e-003</b>	<b>2.6500e-003</b>	<b>0.0000</b>	<b>33.3199</b>	<b>33.3199</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>33.3536</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1912	0.0989	1.3127	5.3300e-003	0.7817	3.5600e-003	0.7853	0.2079	3.2700e-003	0.2111	0.0000	482.4215	482.4215	7.0500e-003	0.0000	482.5977
<b>Total</b>	<b>0.1912</b>	<b>0.0989</b>	<b>1.3127</b>	<b>5.3300e-003</b>	<b>0.7817</b>	<b>3.5600e-003</b>	<b>0.7853</b>	<b>0.2079</b>	<b>3.2700e-003</b>	<b>0.2111</b>	<b>0.0000</b>	<b>482.4215</b>	<b>482.4215</b>	<b>7.0500e-003</b>	<b>0.0000</b>	<b>482.5977</b>

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**3.16 Arcitectoral Coating C - 2031**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.0030					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1040	0.2184	3.6000e-004		2.4700e-003	2.4700e-003		2.4700e-003	2.4700e-003	0.0000	31.0220	31.0220	1.2600e-003	0.0000	31.0534
<b>Total</b>	<b>9.0189</b>	<b>0.1040</b>	<b>0.2184</b>	<b>3.6000e-004</b>		<b>2.4700e-003</b>	<b>2.4700e-003</b>		<b>2.4700e-003</b>	<b>2.4700e-003</b>	<b>0.0000</b>	<b>31.0220</b>	<b>31.0220</b>	<b>1.2600e-003</b>	<b>0.0000</b>	<b>31.0534</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1638	0.0844	1.1455	4.8400e-003	0.7278	3.0800e-003	0.7309	0.1935	2.8300e-003	0.1964	0.0000	438.4882	438.4882	5.9900e-003	0.0000	438.6380
<b>Total</b>	<b>0.1638</b>	<b>0.0844</b>	<b>1.1455</b>	<b>4.8400e-003</b>	<b>0.7278</b>	<b>3.0800e-003</b>	<b>0.7309</b>	<b>0.1935</b>	<b>2.8300e-003</b>	<b>0.1964</b>	<b>0.0000</b>	<b>438.4882</b>	<b>438.4882</b>	<b>5.9900e-003</b>	<b>0.0000</b>	<b>438.6380</b>

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**3.16 Arcitectoral Coating C - 2031**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.0030					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1040	0.2184	3.6000e-004		2.4700e-003	2.4700e-003		2.4700e-003	2.4700e-003	0.0000	31.0220	31.0220	1.2600e-003	0.0000	31.0534
<b>Total</b>	<b>9.0189</b>	<b>0.1040</b>	<b>0.2184</b>	<b>3.6000e-004</b>		<b>2.4700e-003</b>	<b>2.4700e-003</b>		<b>2.4700e-003</b>	<b>2.4700e-003</b>	<b>0.0000</b>	<b>31.0220</b>	<b>31.0220</b>	<b>1.2600e-003</b>	<b>0.0000</b>	<b>31.0534</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1638	0.0844	1.1455	4.8400e-003	0.7278	3.0800e-003	0.7309	0.1935	2.8300e-003	0.1964	0.0000	438.4882	438.4882	5.9900e-003	0.0000	438.6380
<b>Total</b>	<b>0.1638</b>	<b>0.0844</b>	<b>1.1455</b>	<b>4.8400e-003</b>	<b>0.7278</b>	<b>3.0800e-003</b>	<b>0.7309</b>	<b>0.1935</b>	<b>2.8300e-003</b>	<b>0.1964</b>	<b>0.0000</b>	<b>438.4882</b>	<b>438.4882</b>	<b>5.9900e-003</b>	<b>0.0000</b>	<b>438.6380</b>



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**3.17 Construction C - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0957	0.8729	1.1259	1.8900e-003		0.0369	0.0369		0.0347	0.0347	0.0000	162.3436	162.3436	0.0382	0.0000	163.2977
<b>Total</b>	<b>0.0957</b>	<b>0.8729</b>	<b>1.1259</b>	<b>1.8900e-003</b>		<b>0.0369</b>	<b>0.0369</b>		<b>0.0347</b>	<b>0.0347</b>	<b>0.0000</b>	<b>162.3436</b>	<b>162.3436</b>	<b>0.0382</b>	<b>0.0000</b>	<b>163.2977</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1335	4.8519	1.2079	0.0169	0.4451	6.9600e-003	0.4520	0.1286	6.6500e-003	0.1352	0.0000	1,624.1899	1,624.1899	0.0736	0.0000	1,626.0292
Worker	0.6268	0.3429	4.2746	0.0156	2.0951	0.0118	2.1069	0.5571	0.0109	0.5680	0.0000	1,412.4854	1,412.4854	0.0247	0.0000	1,413.1020
<b>Total</b>	<b>0.7603</b>	<b>5.1948</b>	<b>5.4824</b>	<b>0.0325</b>	<b>2.5402</b>	<b>0.0188</b>	<b>2.5589</b>	<b>0.6857</b>	<b>0.0175</b>	<b>0.7032</b>	<b>0.0000</b>	<b>3,036.6752</b>	<b>3,036.6752</b>	<b>0.0982</b>	<b>0.0000</b>	<b>3,039.1312</b>

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**3.17 Construction C - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0957	0.8729	1.1259	1.8900e-003		0.0369	0.0369		0.0347	0.0347	0.0000	162.3434	162.3434	0.0382	0.0000	163.2975
<b>Total</b>	<b>0.0957</b>	<b>0.8729</b>	<b>1.1259</b>	<b>1.8900e-003</b>		<b>0.0369</b>	<b>0.0369</b>		<b>0.0347</b>	<b>0.0347</b>	<b>0.0000</b>	<b>162.3434</b>	<b>162.3434</b>	<b>0.0382</b>	<b>0.0000</b>	<b>163.2975</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1335	4.8519	1.2079	0.0169	0.4451	6.9600e-003	0.4520	0.1286	6.6500e-003	0.1352	0.0000	1,624.1899	1,624.1899	0.0736	0.0000	1,626.0292
Worker	0.6268	0.3429	4.2746	0.0156	2.0951	0.0118	2.1069	0.5571	0.0109	0.5680	0.0000	1,412.4854	1,412.4854	0.0247	0.0000	1,413.1020
<b>Total</b>	<b>0.7603</b>	<b>5.1948</b>	<b>5.4824</b>	<b>0.0325</b>	<b>2.5402</b>	<b>0.0188</b>	<b>2.5589</b>	<b>0.6857</b>	<b>0.0175</b>	<b>0.7032</b>	<b>0.0000</b>	<b>3,036.6752</b>	<b>3,036.6752</b>	<b>0.0982</b>	<b>0.0000</b>	<b>3,039.1312</b>

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**3.17 Construction C - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
<b>Total</b>	<b>0.1778</b>	<b>1.6211</b>	<b>2.0910</b>	<b>3.5000e-003</b>		<b>0.0686</b>	<b>0.0686</b>		<b>0.0645</b>	<b>0.0645</b>	<b>0.0000</b>	<b>301.4953</b>	<b>301.4953</b>	<b>0.0709</b>	<b>0.0000</b>	<b>303.2671</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2405	8.8681	2.1660	0.0312	0.8265	0.0124	0.8389	0.2387	0.0118	0.2506	0.0000	3,003.8621	3,003.8621	0.1352	0.0000	3,007.2421
Worker	1.0969	0.5848	7.4408	0.0281	3.8909	0.0204	3.9113	1.0346	0.0188	1.0534	0.0000	2,539.8933	2,539.8933	0.0420	0.0000	2,540.9426
<b>Total</b>	<b>1.3374</b>	<b>9.4529</b>	<b>9.6069</b>	<b>0.0592</b>	<b>4.7174</b>	<b>0.0328</b>	<b>4.7502</b>	<b>1.2733</b>	<b>0.0306</b>	<b>1.3040</b>	<b>0.0000</b>	<b>5,543.7554</b>	<b>5,543.7554</b>	<b>0.1772</b>	<b>0.0000</b>	<b>5,548.1847</b>

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**3.17 Construction C - 2028**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
<b>Total</b>	<b>0.1778</b>	<b>1.6211</b>	<b>2.0910</b>	<b>3.5000e-003</b>		<b>0.0686</b>	<b>0.0686</b>		<b>0.0645</b>	<b>0.0645</b>	<b>0.0000</b>	<b>301.4949</b>	<b>301.4949</b>	<b>0.0709</b>	<b>0.0000</b>	<b>303.2667</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2405	8.8681	2.1660	0.0312	0.8265	0.0124	0.8389	0.2387	0.0118	0.2506	0.0000	3,003.8621	3,003.8621	0.1352	0.0000	3,007.2421
Worker	1.0969	0.5848	7.4408	0.0281	3.8909	0.0204	3.9113	1.0346	0.0188	1.0534	0.0000	2,539.8933	2,539.8933	0.0420	0.0000	2,540.9426
<b>Total</b>	<b>1.3374</b>	<b>9.4529</b>	<b>9.6069</b>	<b>0.0592</b>	<b>4.7174</b>	<b>0.0328</b>	<b>4.7502</b>	<b>1.2733</b>	<b>0.0306</b>	<b>1.3040</b>	<b>0.0000</b>	<b>5,543.7554</b>	<b>5,543.7554</b>	<b>0.1772</b>	<b>0.0000</b>	<b>5,548.1847</b>

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**3.17 Construction C - 2029**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2348	8.7662	2.1098	0.0311	0.8297	0.0119	0.8415	0.2396	0.0113	0.2510	0.0000	3,003.9953	3,003.9953	0.1343	0.0000	3,007.3527
Worker	1.0269	0.5383	6.9898	0.0274	3.9058	0.0191	3.9249	1.0386	0.0176	1.0562	0.0000	2,475.5787	2,475.5787	0.0385	0.0000	2,476.5405
<b>Total</b>	<b>1.2617</b>	<b>9.3045</b>	<b>9.0996</b>	<b>0.0585</b>	<b>4.7355</b>	<b>0.0310</b>	<b>4.7664</b>	<b>1.2782</b>	<b>0.0289</b>	<b>1.3071</b>	<b>0.0000</b>	<b>5,479.5740</b>	<b>5,479.5740</b>	<b>0.1728</b>	<b>0.0000</b>	<b>5,483.8932</b>

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**3.17 Construction C - 2029**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2348	8.7662	2.1098	0.0311	0.8297	0.0119	0.8415	0.2396	0.0113	0.2510	0.0000	3,003.9953	3,003.9953	0.1343	0.0000	3,007.3527
Worker	1.0269	0.5383	6.9898	0.0274	3.9058	0.0191	3.9249	1.0386	0.0176	1.0562	0.0000	2,475.5787	2,475.5787	0.0385	0.0000	2,476.5405
<b>Total</b>	<b>1.2617</b>	<b>9.3045</b>	<b>9.0996</b>	<b>0.0585</b>	<b>4.7355</b>	<b>0.0310</b>	<b>4.7664</b>	<b>1.2782</b>	<b>0.0289</b>	<b>1.3071</b>	<b>0.0000</b>	<b>5,479.5740</b>	<b>5,479.5740</b>	<b>0.1728</b>	<b>0.0000</b>	<b>5,483.8932</b>

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**3.17 Construction C - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
<b>Total</b>	<b>0.1708</b>	<b>1.0355</b>	<b>2.1085</b>	<b>4.0400e-003</b>		<b>0.0193</b>	<b>0.0193</b>		<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>343.0336</b>	<b>343.0336</b>	<b>0.0138</b>	<b>0.0000</b>	<b>343.3777</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2288	8.6387	2.0567	0.0310	0.8296	0.0113	0.8409	0.2396	0.0108	0.2504	0.0000	2,993.7079	2,993.7079	0.1328	0.0000	2,997.0283
Worker	0.9551	0.4942	6.5585	0.0266	3.9058	0.0178	3.9236	1.0386	0.0164	1.0549	0.0000	2,410.3336	2,410.3336	0.0352	0.0000	2,411.2140
<b>Total</b>	<b>1.1838</b>	<b>9.1330</b>	<b>8.6152</b>	<b>0.0576</b>	<b>4.7355</b>	<b>0.0291</b>	<b>4.7645</b>	<b>1.2782</b>	<b>0.0272</b>	<b>1.3054</b>	<b>0.0000</b>	<b>5,404.0415</b>	<b>5,404.0415</b>	<b>0.1680</b>	<b>0.0000</b>	<b>5,408.2423</b>

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**3.17 Construction C - 2030**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
<b>Total</b>	<b>0.1708</b>	<b>1.0355</b>	<b>2.1085</b>	<b>4.0400e-003</b>		<b>0.0193</b>	<b>0.0193</b>		<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>343.0332</b>	<b>343.0332</b>	<b>0.0138</b>	<b>0.0000</b>	<b>343.3773</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2288	8.6387	2.0567	0.0310	0.8296	0.0113	0.8409	0.2396	0.0108	0.2504	0.0000	2,993.7079	2,993.7079	0.1328	0.0000	2,997.0283
Worker	0.9551	0.4942	6.5585	0.0266	3.9058	0.0178	3.9236	1.0386	0.0164	1.0549	0.0000	2,410.3336	2,410.3336	0.0352	0.0000	2,411.2140
<b>Total</b>	<b>1.1838</b>	<b>9.1330</b>	<b>8.6152</b>	<b>0.0576</b>	<b>4.7355</b>	<b>0.0291</b>	<b>4.7645</b>	<b>1.2782</b>	<b>0.0272</b>	<b>1.3054</b>	<b>0.0000</b>	<b>5,404.0415</b>	<b>5,404.0415</b>	<b>0.1680</b>	<b>0.0000</b>	<b>5,408.2423</b>



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**3.17 Construction C - 2031**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1656	1.0037	2.0439	3.9200e-003		0.0187	0.0187		0.0187	0.0187	0.0000	332.5192	332.5192	0.0133	0.0000	332.8527
<b>Total</b>	<b>0.1656</b>	<b>1.0037</b>	<b>2.0439</b>	<b>3.9200e-003</b>		<b>0.0187</b>	<b>0.0187</b>		<b>0.0187</b>	<b>0.0187</b>	<b>0.0000</b>	<b>332.5192</b>	<b>332.5192</b>	<b>0.0133</b>	<b>0.0000</b>	<b>332.8527</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2168	8.2621	1.9516	0.0300	0.8042	0.0105	0.8146	0.2323	0.0100	0.2423	0.0000	2,893.4094	2,893.4094	0.1275	0.0000	2,896.5971
Worker	0.8518	0.4388	5.9589	0.0252	3.7861	0.0160	3.8021	1.0068	0.0147	1.0215	0.0000	2,280.9865	2,280.9865	0.0312	0.0000	2,281.7658
<b>Total</b>	<b>1.0686</b>	<b>8.7009</b>	<b>7.9105</b>	<b>0.0552</b>	<b>4.5903</b>	<b>0.0265</b>	<b>4.6167</b>	<b>1.2390</b>	<b>0.0247</b>	<b>1.2638</b>	<b>0.0000</b>	<b>5,174.3959</b>	<b>5,174.3959</b>	<b>0.1587</b>	<b>0.0000</b>	<b>5,178.3629</b>

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**3.17 Construction C - 2031**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1656	1.0037	2.0439	3.9200e-003		0.0187	0.0187		0.0187	0.0187	0.0000	332.5188	332.5188	0.0133	0.0000	332.8523
<b>Total</b>	<b>0.1656</b>	<b>1.0037</b>	<b>2.0439</b>	<b>3.9200e-003</b>		<b>0.0187</b>	<b>0.0187</b>		<b>0.0187</b>	<b>0.0187</b>	<b>0.0000</b>	<b>332.5188</b>	<b>332.5188</b>	<b>0.0133</b>	<b>0.0000</b>	<b>332.8523</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2168	8.2621	1.9516	0.0300	0.8042	0.0105	0.8146	0.2323	0.0100	0.2423	0.0000	2,893.4094	2,893.4094	0.1275	0.0000	2,896.5971
Worker	0.8518	0.4388	5.9589	0.0252	3.7861	0.0160	3.8021	1.0068	0.0147	1.0215	0.0000	2,280.9865	2,280.9865	0.0312	0.0000	2,281.7658
<b>Total</b>	<b>1.0686</b>	<b>8.7009</b>	<b>7.9105</b>	<b>0.0552</b>	<b>4.5903</b>	<b>0.0265</b>	<b>4.6167</b>	<b>1.2390</b>	<b>0.0247</b>	<b>1.2638</b>	<b>0.0000</b>	<b>5,174.3959</b>	<b>5,174.3959</b>	<b>0.1587</b>	<b>0.0000</b>	<b>5,178.3629</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	9.9260	48.2252	121.5199	0.5415	61.9630	0.3212	62.2843	16.5923	0.2986	16.8909	0.0000	50,080.0858	50,080.0858	1.8510	0.0000	50,126.3602
Unmitigated	9.9260	48.2252	121.5199	0.5415	61.9630	0.3212	62.2843	16.5923	0.2986	16.8909	0.0000	50,080.0858	50,080.0858	1.8510	0.0000	50,126.3602

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	7,057.89	7,668.36	6500.97	26,022,768	26,022,768
City Park	78.06	939.58	691.36	780,546	780,546
Elementary School	9,477.11	0.00	0.00	21,231,004	21,231,004
General Office Building	1,985.40	442.80	189.00	4,564,803	4,564,803
Government Office Building	11,263.16	0.00	0.00	17,220,952	17,220,952
Regional Shopping Center	13,664.00	15,990.40	8076.80	26,920,417	26,920,417
Single Family Housing	19,078.08	19,859.64	17274.48	69,727,859	69,727,859
<b>Total</b>	<b>62,603.70</b>	<b>44,900.78</b>	<b>32,732.61</b>	<b>166,468,350</b>	<b>166,468,350</b>

**4.3 Trip Type Information**

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	15.00	7.50	8.50	46.50	12.50	41.00	86	11	3
City Park	15.00	7.50	8.50	33.00	48.00	19.00	66	28	6
Elementary School	15.00	7.50	8.50	65.00	30.00	5.00	63	25	12
General Office Building	15.00	7.50	8.50	33.00	48.00	19.00	77	19	4
Government Office Building	15.00	7.50	8.50	33.00	62.00	5.00	50	34	16
Regional Shopping Center	15.00	7.50	8.50	16.30	64.70	19.00	54	35	11
Single Family Housing	15.00	7.50	8.50	46.50	12.50	41.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
City Park	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Elementary School	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
General Office Building	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Government Office Building	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Regional Shopping Center	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Single Family Housing	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	2,890.6112	2,890.6112	0.4299	0.0889	2,927.8630
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	2,890.6112	2,890.6112	0.4299	0.0889	2,927.8630
NaturalGas Mitigated	0.2481	2.1528	1.1437	0.0135			0.1714	0.1714		0.1714	0.0000	2,455.0018	2,455.0018	0.0471	0.0450	2,469.5906
NaturalGas Unmitigated	0.2481	2.1528	1.1437	0.0135			0.1714	0.1714		0.1714	0.0000	2,455.0018	2,455.0018	0.0471	0.0450	2,469.5906

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	7.61536e+006	0.0411	0.3509	0.1493	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	406.3844	406.3844	7.7900e-003	7.4500e-003	408.7994
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	6.6825e+006	0.0360	0.3276	0.2752	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.6034	356.6034	6.8300e-003	6.5400e-003	358.7226
General Office Building	1.6866e+006	9.0900e-003	0.0827	0.0695	5.0000e-004		6.2800e-003	6.2800e-003		6.2800e-003	6.2800e-003	0.0000	90.0034	90.0034	1.7300e-003	1.6500e-003	90.5382
Government Office Building	1.53106e+006	8.2600e-003	0.0751	0.0630	4.5000e-004		5.7000e-003	5.7000e-003		5.7000e-003	5.7000e-003	0.0000	81.7031	81.7031	1.5700e-003	1.5000e-003	82.1886
Regional Shopping Center	1.3024e+006	7.0200e-003	0.0638	0.0536	3.8000e-004		4.8500e-003	4.8500e-003		4.8500e-003	4.8500e-003	0.0000	69.5010	69.5010	1.3300e-003	1.2700e-003	69.9140
Single Family Housing	2.71871e+007	0.1466	1.2527	0.5331	8.0000e-003		0.1013	0.1013		0.1013	0.1013	0.0000	1,450.8064	1,450.8064	0.0278	0.0266	1,459.4278
<b>Total</b>		<b>0.2481</b>	<b>2.1528</b>	<b>1.1437</b>	<b>0.0135</b>		<b>0.1714</b>	<b>0.1714</b>		<b>0.1714</b>	<b>0.1714</b>	<b>0.0000</b>	<b>2,455.0018</b>	<b>2,455.0018</b>	<b>0.0471</b>	<b>0.0450</b>	<b>2,469.5906</b>

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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	7.61536e+006	0.0411	0.3509	0.1493	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	406.3844	406.3844	7.7900e-003	7.4500e-003	408.7994
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	6.6825e+006	0.0360	0.3276	0.2752	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.6034	356.6034	6.8300e-003	6.5400e-003	358.7226
General Office Building	1.6866e+006	9.0900e-003	0.0827	0.0695	5.0000e-004		6.2800e-003	6.2800e-003		6.2800e-003	6.2800e-003	0.0000	90.0034	90.0034	1.7300e-003	1.6500e-003	90.5382
Government Office Building	1.53106e+006	8.2600e-003	0.0751	0.0630	4.5000e-004		5.7000e-003	5.7000e-003		5.7000e-003	5.7000e-003	0.0000	81.7031	81.7031	1.5700e-003	1.5000e-003	82.1886
Regional Shopping Center	1.3024e+006	7.0200e-003	0.0638	0.0536	3.8000e-004		4.8500e-003	4.8500e-003		4.8500e-003	4.8500e-003	0.0000	69.5010	69.5010	1.3300e-003	1.2700e-003	69.9140
Single Family Housing	2.71871e+007	0.1466	1.2527	0.5331	8.0000e-003		0.1013	0.1013		0.1013	0.1013	0.0000	1,450.8064	1,450.8064	0.0278	0.0266	1,459.4278
<b>Total</b>		<b>0.2481</b>	<b>2.1528</b>	<b>1.1437</b>	<b>0.0135</b>		<b>0.1714</b>	<b>0.1714</b>		<b>0.1714</b>	<b>0.1714</b>	<b>0.0000</b>	<b>2,455.0018</b>	<b>2,455.0018</b>	<b>0.0471</b>	<b>0.0450</b>	<b>2,469.5906</b>

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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	4.52324e+006	400.0829	0.0595	0.0123	405.2388
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	4.12128e+006	364.5295	0.0542	0.0112	369.2273
General Office Building	2.331e+006	206.1781	0.0307	6.3400e-003	208.8352
Government Office Building	2.11603e+006	187.1639	0.0278	5.7600e-003	189.5760
Regional Shopping Center	3.3888e+006	299.7411	0.0446	9.2200e-003	303.6039
Single Family Housing	1.62002e+007	1,432.9156	0.2131	0.0441	1,451.3819
<b>Total</b>		<b>2,890.6112</b>	<b>0.4299</b>	<b>0.0889</b>	<b>2,927.8630</b>



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**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	4.52324e+006	400.0829	0.0595	0.0123	405.2388
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	4.12128e+006	364.5295	0.0542	0.0112	369.2273
General Office Building	2.331e+006	206.1781	0.0307	6.3400e-003	208.8352
Government Office Building	2.11603e+006	187.1639	0.0278	5.7600e-003	189.5760
Regional Shopping Center	3.3888e+006	299.7411	0.0446	9.2200e-003	303.6039
Single Family Housing	1.62002e+007	1,432.9156	0.2131	0.0441	1,451.3819
<b>Total</b>		<b>2,890.6112</b>	<b>0.4299</b>	<b>0.0889</b>	<b>2,927.8630</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	35.5873	0.3648	31.6444	1.6800e-003		0.1759	0.1759		0.1759	0.1759	0.0000	51.8328	51.8328	0.0494	0.0000	53.0687
Unmitigated	35.5873	0.3648	31.6444	1.6800e-003		0.1759	0.1759		0.1759	0.1759	0.0000	51.8328	51.8328	0.0494	0.0000	53.0687

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3533					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	30.2865					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9475	0.3648	31.6444	1.6800e-003		0.1759	0.1759		0.1759	0.1759	0.0000	51.8328	51.8328	0.0494	0.0000	53.0687
<b>Total</b>	<b>35.5873</b>	<b>0.3648</b>	<b>31.6444</b>	<b>1.6800e-003</b>		<b>0.1759</b>	<b>0.1759</b>		<b>0.1759</b>	<b>0.1759</b>	<b>0.0000</b>	<b>51.8328</b>	<b>51.8328</b>	<b>0.0494</b>	<b>0.0000</b>	<b>53.0687</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3533					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	30.2865					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9475	0.3648	31.6444	1.6800e-003		0.1759	0.1759		0.1759	0.1759	0.0000	51.8328	51.8328	0.0494	0.0000	53.0687
<b>Total</b>	<b>35.5873</b>	<b>0.3648</b>	<b>31.6444</b>	<b>1.6800e-003</b>		<b>0.1759</b>	<b>0.1759</b>		<b>0.1759</b>	<b>0.1759</b>	<b>0.0000</b>	<b>51.8328</b>	<b>51.8328</b>	<b>0.0494</b>	<b>0.0000</b>	<b>53.0687</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	328.6116	0.4058	0.2425	411.0076
Unmitigated	328.6116	0.4058	0.2425	411.0076

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**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	69.78 / 43.9917	69.0601	0.0916	0.0551	87.7555
City Park	0 / 49.2082	15.2337	2.2700e-003	4.7000e-004	15.4300
Elementary School	17.8099 / 45.7969	28.3279	0.0250	0.0144	33.2375
General Office Building	31.9921 / 19.608	31.4884	0.0420	0.0252	40.0575
Government Office Building	32.461 / 19.8954	31.9499	0.0426	0.0256	40.6446
Regional Shopping Center	23.7032 / 14.5278	23.3300	0.0311	0.0187	29.6789
Single Family Housing	130.569 / 82.315	129.2216	0.1714	0.1030	164.2036
<b>Total</b>		<b>328.6116</b>	<b>0.4058</b>	<b>0.2425</b>	<b>411.0077</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	69.78 / 43.9917	69.0601	0.0916	0.0551	87.7555
City Park	0 / 49.2082	15.2337	2.2700e-003	4.7000e-004	15.4300
Elementary School	17.8099 / 45.7969	28.3279	0.0250	0.0144	33.2375
General Office Building	31.9921 / 19.608	31.4884	0.0420	0.0252	40.0575
Government Office Building	32.461 / 19.8954	31.9499	0.0426	0.0256	40.6446
Regional Shopping Center	23.7032 / 14.5278	23.3300	0.0311	0.0187	29.6789
Single Family Housing	130.569 / 82.315	129.2216	0.1714	0.1030	164.2036
<b>Total</b>		<b>328.6116</b>	<b>0.4058</b>	<b>0.2425</b>	<b>411.0077</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

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**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	786.8721	46.5028	0.0000	1,949.4424
Unmitigated	786.8721	46.5028	0.0000	1,949.4424

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**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	492.66	100.0055	5.9102	0.0000	247.7595
City Park	3.55	0.7206	0.0426	0.0000	1.7853
Elementary School	798.46	162.0802	9.5787	0.0000	401.5468
General Office Building	167.4	33.9807	2.0082	0.0000	84.1857
Government Office Building	151.96	30.8465	1.8230	0.0000	76.4209
Regional Shopping Center	336	68.2050	4.0308	0.0000	168.9749
Single Family Housing	1926.36	391.0337	23.1094	0.0000	968.7694
<b>Total</b>		<b>786.8721</b>	<b>46.5028</b>	<b>0.0000</b>	<b>1,949.4424</b>



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**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	492.66	100.0055	5.9102	0.0000	247.7595
City Park	3.55	0.7206	0.0426	0.0000	1.7853
Elementary School	798.46	162.0802	9.5787	0.0000	401.5468
General Office Building	167.4	33.9807	2.0082	0.0000	84.1857
Government Office Building	151.96	30.8465	1.8230	0.0000	76.4209
Regional Shopping Center	336	68.2050	4.0308	0.0000	168.9749
Single Family Housing	1926.36	391.0337	23.1094	0.0000	968.7694
<b>Total</b>		<b>786.8721</b>	<b>46.5028</b>	<b>0.0000</b>	<b>1,949.4424</b>

**9.0 Operational Offroad**

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

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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NewBridge Specific Plan - Constructon - Sacramento Metropolitan AQMD Air District, Annual

**Boilers**

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

Equipment Type	Number
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**11.0 Vegetation**

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NewBridge Specific Plan - Constructon - Sacramento Metropolitan AQMD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

**11.1 Vegetation Land Change**

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Others	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

# **RESIDENTIAL EMISSIONS OUTPUTS**

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**Newbridge Specific Plan (Mitigated Residential)**  
**Sacramento County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	1,071.00	Dwelling Unit	44.30	1,071,000.00	2860
Single Family Housing	2,004.00	Dwelling Unit	330.70	3,607,200.00	5351

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	193	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

Project Characteristics - CO2 Intensity Factor adjusted for SMUD progress towards RPS

Land Use - Information from Newbridge Specific Plan

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Trips and VMT - construction not modeled

Vehicle Trips - Mobile emissions modeled separately

Energy Use - Adjusted for Title 24 2019 and natural gas restrictions

Energy Mitigation - Based on required compliance with CalGreen Tier 2

Water Mitigation -

## Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	240.00	1.00
tblEnergyUse	NT24E	3,172.76	3,396.76
tblEnergyUse	NT24E	6,155.97	6,379.97
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	T24E	511.12	3,789.41
tblEnergyUse	T24E	678.97	4,659.12
tblEnergyUse	T24NG	9,411.72	0.00
tblEnergyUse	T24NG	23,147.69	0.00
tblLandUse	LotAcreage	66.94	44.30
tblLandUse	LotAcreage	650.65	330.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	193
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	9.52	0.00

## 2.0 Emissions Summary

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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



Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	51.8001	51.8001	0.0494	0.0000	53.0339
Energy											0.0000	2,968.6586	2,968.6586	0.4461	0.0923	3,007.3127
Mobile											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste											491.0392	0.0000	491.0392	29.0196	0.0000	1,216.5288
Water											70.8837	126.0913	196.9750	0.2629	0.1581	250.6525
<b>Total</b>											<b>561.9229</b>	<b>3,146.5500</b>	<b>3,708.4729</b>	<b>29.7779</b>	<b>0.2504</b>	<b>4,527.5279</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	51.8001	51.8001	0.0494	0.0000	53.0339
Energy											0.0000	2,968.6586	2,968.6586	0.4461	0.0923	3,007.3127
Mobile											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste											491.0392	0.0000	491.0392	29.0196	0.0000	1,216.5288
Water											56.7069	108.6132	165.3201	0.2115	0.1267	208.3629
<b>Total</b>											<b>547.7461</b>	<b>3,129.0719</b>	<b>3,676.8180</b>	<b>29.7265</b>	<b>0.2190</b>	<b>4,485.2383</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.52	0.56	0.85	0.17	12.53	0.93

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	

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

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

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

**Acres of Paving: 0**

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

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**3.2 Site Preparation - 2020**

**Mitigated Construction On-Site**

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

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
Single Family Housing	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

**4.4 Fleet Mix**







Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.56428e+006	749.7459	0.1127	0.0233	759.5081
Single Family Housing	2.53465e+007	2,218.9127	0.3334	0.0690	2,247.8046
<b>Total</b>		<b>2,968.6586</b>	<b>0.4461</b>	<b>0.0923</b>	<b>3,007.3127</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.56428e+006	749.7459	0.1127	0.0233	759.5081
Single Family Housing	2.53465e+007	2,218.9127	0.3334	0.0690	2,247.8046
<b>Total</b>		<b>2,968.6586</b>	<b>0.4461</b>	<b>0.0923</b>	<b>3,007.3127</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	51.8001	51.8001	0.0494	0.0000	53.0339
Unmitigated											0.0000	51.8001	51.8001	0.0494	0.0000	53.0339

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	51.8001	51.8001	0.0494	0.0000	53.0339
<b>Total</b>											<b>0.0000</b>	<b>51.8001</b>	<b>51.8001</b>	<b>0.0494</b>	<b>0.0000</b>	<b>53.0339</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	51.8001	51.8001	0.0494	0.0000	53.0339
<b>Total</b>											<b>0.0000</b>	<b>51.8001</b>	<b>51.8001</b>	<b>0.0494</b>	<b>0.0000</b>	<b>53.0339</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	165.3201	0.2115	0.1267	208.3629
Unmitigated	196.9750	0.2629	0.1581	250.6525

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	69.78 / 43.9917	68.6050	0.0916	0.0551	87.3004
Single Family Housing	130.569 / 82.315	128.3701	0.1714	0.1030	163.3521
<b>Total</b>		<b>196.9750</b>	<b>0.2629</b>	<b>0.1581</b>	<b>250.6525</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	55.824 / 43.9917	57.5798	0.0737	0.0441	72.5713
Single Family Housing	104.455 / 82.315	107.7403	0.1378	0.0826	135.7916
<b>Total</b>		<b>165.3201</b>	<b>0.2115</b>	<b>0.1267</b>	<b>208.3629</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	491.0392	29.0196	0.0000	1,216.5288
Unmitigated	491.0392	29.0196	0.0000	1,216.5288

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	492.66	100.0055	5.9102	0.0000	247.7595
Single Family Housing	1926.36	391.0337	23.1094	0.0000	968.7694
<b>Total</b>		<b>491.0392</b>	<b>29.0196</b>	<b>0.0000</b>	<b>1,216.5288</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	492.66	100.0055	5.9102	0.0000	247.7595
Single Family Housing	1926.36	391.0337	23.1094	0.0000	968.7694
<b>Total</b>		<b>491.0392</b>	<b>29.0196</b>	<b>0.0000</b>	<b>1,216.5288</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Annual

## 10.0 Stationary Equipment

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### Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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## 11.0 Vegetation

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**Newbridge Specific Plan (Mitigated Residential)**  
**Sacramento County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	1,071.00	Dwelling Unit	44.30	1,071,000.00	2860
Single Family Housing	2,004.00	Dwelling Unit	330.70	3,607,200.00	5351

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	193	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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



Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

Project Characteristics - CO2 Intensity Factor adjusted for SMUD progress towards RPS

Land Use - Information from Newbridge Specific Plan

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Trips and VMT - construction not modeled

Vehicle Trips - Mobile emissions modeled separately

Energy Use - Adjusted for Title 24 2019 and natural gas restrictions

Energy Mitigation - Based on required compliance with CalGreen Tier 2

Water Mitigation -

## Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	240.00	1.00
tblEnergyUse	NT24E	3,172.76	3,396.76
tblEnergyUse	NT24E	6,155.97	6,379.97
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	T24E	511.12	3,789.41
tblEnergyUse	T24E	678.97	4,659.12
tblEnergyUse	T24NG	9,411.72	0.00
tblEnergyUse	T24NG	23,147.69	0.00
tblLandUse	LotAcreage	66.94	44.30
tblLandUse	LotAcreage	650.65	330.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	193
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	9.52	0.00

## 2.0 Emissions Summary

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

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

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787
Energy												0.0000	0.0000	0.0000	0.0000	0.0000
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787
Energy												0.0000	0.0000	0.0000	0.0000	0.0000
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**3.2 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**3.2 Site Preparation - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated												0.0000	0.0000	0.0000		0.0000
Unmitigated												0.0000	0.0000	0.0000		0.0000

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment Low Rise	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment Low Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
Single Family Housing	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

**4.4 Fleet Mix**



Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Single Family Housing	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated												0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated												0.0000	0.0000	0.0000	0.0000	0.0000

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

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

**Unmitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0												0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0												0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>													<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0												0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0												0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>													<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787
Unmitigated											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating													0.0000				0.0000
Consumer Products													0.0000				0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Landscaping												456.7983	456.7983	0.4352			467.6787
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>		<b>467.6787</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping												456.7983	456.7983	0.4352		467.6787
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Summer

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**Newbridge Specific Plan (Mitigated Residential)**  
**Sacramento County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	1,071.00	Dwelling Unit	44.30	1,071,000.00	2860
Single Family Housing	2,004.00	Dwelling Unit	330.70	3,607,200.00	5351

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	193	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

Project Characteristics - CO2 Intensity Factor adjusted for SMUD progress towards RPS

Land Use - Information from Newbridge Specific Plan

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Trips and VMT - construction not modeled

Vehicle Trips - Mobile emissions modeled separately

Energy Use - Adjusted for Title 24 2019 and natural gas restrictions

Energy Mitigation - Based on required compliance with CalGreen Tier 2

Water Mitigation -

## Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	240.00	1.00
tblEnergyUse	NT24E	3,172.76	3,396.76
tblEnergyUse	NT24E	6,155.97	6,379.97
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	T24E	511.12	3,789.41
tblEnergyUse	T24E	678.97	4,659.12
tblEnergyUse	T24NG	9,411.72	0.00
tblEnergyUse	T24NG	23,147.69	0.00
tblLandUse	LotAcreage	66.94	44.30
tblLandUse	LotAcreage	650.65	330.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	193
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	9.52	0.00

## 2.0 Emissions Summary

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

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

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787
Energy												0.0000	0.0000	0.0000	0.0000	0.0000
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787
Energy												0.0000	0.0000	0.0000	0.0000	0.0000
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**3.2 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**3.2 Site Preparation - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated												0.0000	0.0000	0.0000		0.0000
Unmitigated												0.0000	0.0000	0.0000		0.0000

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment Low Rise	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment Low Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
Single Family Housing	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

**4.4 Fleet Mix**

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Single Family Housing	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated												0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated												0.0000	0.0000	0.0000	0.0000	0.0000

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0												0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0												0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>													<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0												0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0												0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>													<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787
Unmitigated											0.0000	456.7983	456.7983	0.4352	0.0000	467.6787

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping												456.7983	456.7983	0.4352		467.6787
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping												456.7983	456.7983	0.4352		467.6787
<b>Total</b>											<b>0.0000</b>	<b>456.7983</b>	<b>456.7983</b>	<b>0.4352</b>	<b>0.0000</b>	<b>467.6787</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Newbridge Specific Plan (Mitigated Residential) - Sacramento County, Winter

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

**Fugitive Dust Mitigation**

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction		
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction	Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)		
No	Clean Paved Road	% PM Reduction	0.00			

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

**Operational Percent Reduction Summary**

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	20.00	13.86	16.07	19.56	19.84	16.87
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**Operational Mobile Mitigation**

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.15	0.40		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

**Area Mitigation**

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

**Energy Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		



Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

**Water Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
Yes	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
Yes	Install low-flow Shower	20.00	
Yes	Turf Reduction	20.00	
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

**Solid Waste Mitigation**

Mitigation Measures	Input Value
---------------------	-------------

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	
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## **NON-RESIDENTIAL EMISSIONS OUTPUTS**

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**Newbridge Specific Plan (Mitigated Commercial)**  
**Sacramento County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	180.00	1000sqft	13.80	180,000.00	0
Regional Shopping Center	320.00	1000sqft	24.70	320,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	193	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

Project Characteristics - CO2 Intensity Factor adjusted for SMUD progress towards RPS

Land Use - Information from Newbridge Specific Plan

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Trips and VMT - construction not modeled

Vehicle Trips - Mobile emissions modeled separately

Energy Use - Adjusted for Title 24 2019

Energy Mitigation -

Water Mitigation -

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	1.00
tblEnergyUse	T24E	4.98	3.49
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24NG	12.42	8.69
tblEnergyUse	T24NG	4.49	3.14
tblLandUse	LotAcreage	4.13	13.80
tblLandUse	LotAcreage	7.35	24.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	193
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00

**2.0 Emissions Summary**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Energy											0.0000	660.2348	660.2348	0.0783	0.0185	667.7025
Mobile											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste											102.1857	0.0000	102.1857	6.0390	0.0000	253.1606
Water											19.7051	34.7532	54.4583	0.0730	0.0439	69.3763
<b>Total</b>											<b>121.8907</b>	<b>695.0003</b>	<b>816.8911</b>	<b>6.1904</b>	<b>0.0624</b>	<b>990.2526</b>



Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Energy											0.0000	660.2348	660.2348	0.0783	0.0185	667.7025
Mobile											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste											102.1857	0.0000	102.1857	6.0390	0.0000	253.1606
Water											15.7641	29.8944	45.6585	0.0588	0.0352	57.6201
<b>Total</b>											<b>117.9497</b>	<b>690.1416</b>	<b>808.0913</b>	<b>6.1761</b>	<b>0.0537</b>	<b>978.4964</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.23</b>	<b>0.70</b>	<b>1.08</b>	<b>0.23</b>	<b>13.97</b>	<b>1.19</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	

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

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

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

**Acres of Paving: 0**

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

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**3.2 Site Preparation - 2020**

**Mitigated Construction On-Site**

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

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Regional Shopping Center	10.00	5.00	6.50	16.30	64.70	19.00	54	35	11

**4.4 Fleet Mix**

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Regional Shopping Center	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	500.7303	500.7303	0.0752	0.0156	507.2502
Electricity Unmitigated											0.0000	500.7303	500.7303	0.0752	0.0156	507.2502
NaturalGas Mitigated											0.0000	159.5044	159.5044	3.0600e-003	2.9200e-003	160.4523
NaturalGas Unmitigated											0.0000	159.5044	159.5044	3.0600e-003	2.9200e-003	160.4523

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.6866e+006											0.0000	90.0034	90.0034	1.7300e-003	1.6500e-003	90.5382
Regional Shopping Center	1.3024e+006											0.0000	69.5010	69.5010	1.3300e-003	1.2700e-003	69.9140
<b>Total</b>												<b>0.0000</b>	<b>159.5044</b>	<b>159.5044</b>	<b>3.0600e-003</b>	<b>2.9200e-003</b>	<b>160.4523</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.6866e+006											0.0000	90.0034	90.0034	1.7300e-003	1.6500e-003	90.5382
Regional Shopping Center	1.3024e+006											0.0000	69.5010	69.5010	1.3300e-003	1.2700e-003	69.9140
<b>Total</b>												<b>0.0000</b>	<b>159.5044</b>	<b>159.5044</b>	<b>3.0600e-003</b>	<b>2.9200e-003</b>	<b>160.4523</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	2.331e+006	204.0635	0.0307	6.3400e-003	206.7206
Regional Shopping Center	3.3888e+006	296.6668	0.0446	9.2200e-003	300.5297
<b>Total</b>		<b>500.7303</b>	<b>0.0752</b>	<b>0.0156</b>	<b>507.2502</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	2.331e+006	204.0635	0.0307	6.3400e-003	206.7206
Regional Shopping Center	3.3888e+006	296.6668	0.0446	9.2200e-003	300.5297
<b>Total</b>		<b>500.7303</b>	<b>0.0752</b>	<b>0.0156</b>	<b>507.2502</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Unmitigated											0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
<b>Total</b>											<b>0.0000</b>	<b>0.0124</b>	<b>0.0124</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0132</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
<b>Total</b>											<b>0.0000</b>	<b>0.0124</b>	<b>0.0124</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0132</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	45.6585	0.0588	0.0352	57.6201
Unmitigated	54.4583	0.0730	0.0439	69.3763

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	31.9921 / 19.608	31.2815	0.0420	0.0252	39.8506
Regional Shopping Center	23.7032 / 14.5278	23.1768	0.0311	0.0187	29.5257
<b>Total</b>		<b>54.4583</b>	<b>0.0731</b>	<b>0.0439</b>	<b>69.3763</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	25.5937 / 19.608	26.2268	0.0338	0.0202	33.0977
Regional Shopping Center	18.9626 / 14.5278	19.4317	0.0250	0.0150	24.5224
<b>Total</b>		<b>45.6585</b>	<b>0.0588</b>	<b>0.0352</b>	<b>57.6201</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	102.1857	6.0390	0.0000	253.1606
Unmitigated	102.1857	6.0390	0.0000	253.1606

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	167.4	33.9807	2.0082	0.0000	84.1857
Regional Shopping Center	336	68.2050	4.0308	0.0000	168.9749
<b>Total</b>		<b>102.1857</b>	<b>6.0390</b>	<b>0.0000</b>	<b>253.1606</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	167.4	33.9807	2.0082	0.0000	84.1857
Regional Shopping Center	336	68.2050	4.0308	0.0000	168.9749
<b>Total</b>		<b>102.1857</b>	<b>6.0390</b>	<b>0.0000</b>	<b>253.1606</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**Newbridge Specific Plan (Mitigated Commercial)**  
**Sacramento County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	180.00	1000sqft	13.80	180,000.00	0
Regional Shopping Center	320.00	1000sqft	24.70	320,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	193	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

Project Characteristics - CO2 Intensity Factor adjusted for SMUD progress towards RPS

Land Use - Information from Newbridge Specific Plan

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Trips and VMT - construction not modeled

Vehicle Trips - Mobile emissions modeled separately

Energy Use - Adjusted for Title 24 2019

Energy Mitigation -

Water Mitigation -



## Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	1.00
tblEnergyUse	T24E	4.98	3.49
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24NG	12.42	8.69
tblEnergyUse	T24NG	4.49	3.14
tblLandUse	LotAcreage	4.13	13.80
tblLandUse	LotAcreage	7.35	24.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	193
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00

## 2.0 Emissions Summary

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

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

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area												0.1094	0.1094	2.8000e-004		0.1165
Energy												963.4166	963.4166	0.0185	0.0177	969.1417
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>963.5260</b>	<b>963.5260</b>	<b>0.0188</b>	<b>0.0177</b>	<b>969.2582</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area												0.1094	0.1094	2.8000e-004		0.1165
Energy												963.4166	963.4166	0.0185	0.0177	969.1417
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>963.5260</b>	<b>963.5260</b>	<b>0.0188</b>	<b>0.0177</b>	<b>969.2582</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**3.2 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**3.2 Site Preparation - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated												0.0000	0.0000	0.0000		0.0000
Unmitigated												0.0000	0.0000	0.0000		0.0000

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Regional Shopping Center	10.00	5.00	6.50	16.30	64.70	19.00	54	35	11

**4.4 Fleet Mix**

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Regional Shopping Center	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated												963.4166	963.4166	0.0185	0.0177	969.1417
NaturalGas Unmitigated												963.4166	963.4166	0.0185	0.0177	969.1417



Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	4620.82												543.6261	543.6261	0.0104	9.9700e-003	546.8566
Regional Shopping Center	3568.22												419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
<b>Total</b>													<b>963.4166</b>	<b>963.4166</b>	<b>0.0185</b>	<b>0.0177</b>	<b>969.1417</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	4.62082												543.6261	543.6261	0.0104	9.9700e-003	546.8566
Regional Shopping Center	3.56822												419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
<b>Total</b>													<b>963.4166</b>	<b>963.4166</b>	<b>0.0185</b>	<b>0.0177</b>	<b>969.1417</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated												0.1094	0.1094	2.8000e-004		0.1165
Unmitigated												0.1094	0.1094	2.8000e-004		0.1165

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Landscaping												0.1094	0.1094	2.8000e-004		0.1165
<b>Total</b>												<b>0.1094</b>	<b>0.1094</b>	<b>2.8000e-004</b>		<b>0.1165</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Landscaping												0.1094	0.1094	2.8000e-004		0.1165
<b>Total</b>												<b>0.1094</b>	<b>0.1094</b>	<b>2.8000e-004</b>		<b>0.1165</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Summer

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**Newbridge Specific Plan (Mitigated Commercial)**  
**Sacramento County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	180.00	1000sqft	13.80	180,000.00	0
Regional Shopping Center	320.00	1000sqft	24.70	320,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2032
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	193	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

Project Characteristics - CO2 Intensity Factor adjusted for SMUD progress towards RPS

Land Use - Information from Newbridge Specific Plan

Construction Phase - Construction not modeled

Off-road Equipment - construction not modeled

Trips and VMT - construction not modeled

Vehicle Trips - Mobile emissions modeled separately

Energy Use - Adjusted for Title 24 2019

Energy Mitigation -

Water Mitigation -

## Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	1.00
tblEnergyUse	T24E	4.98	3.49
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24NG	12.42	8.69
tblEnergyUse	T24NG	4.49	3.14
tblLandUse	LotAcreage	4.13	13.80
tblLandUse	LotAcreage	7.35	24.70
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	193
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00

## 2.0 Emissions Summary

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

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

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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



Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area												0.1094	0.1094	2.8000e-004		0.1165
Energy												963.4166	963.4166	0.0185	0.0177	969.1417
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>963.5260</b>	<b>963.5260</b>	<b>0.0188</b>	<b>0.0177</b>	<b>969.2582</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area												0.1094	0.1094	2.8000e-004		0.1165
Energy												963.4166	963.4166	0.0185	0.0177	969.1417
Mobile												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>963.5260</b>	<b>963.5260</b>	<b>0.0188</b>	<b>0.0177</b>	<b>969.2582</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**3.2 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**3.2 Site Preparation - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust													0.0000			0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>											<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling												0.0000	0.0000	0.0000		0.0000
Vendor												0.0000	0.0000	0.0000		0.0000
Worker												0.0000	0.0000	0.0000		0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated												0.0000	0.0000	0.0000		0.0000
Unmitigated												0.0000	0.0000	0.0000		0.0000

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Regional Shopping Center	10.00	5.00	6.50	16.30	64.70	19.00	54	35	11

**4.4 Fleet Mix**

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591
Regional Shopping Center	0.578082	0.034340	0.212238	0.105207	0.011464	0.004381	0.018498	0.025846	0.001862	0.001454	0.005431	0.000606	0.000591

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated												963.4166	963.4166	0.0185	0.0177	969.1417
NaturalGas Unmitigated												963.4166	963.4166	0.0185	0.0177	969.1417

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	4620.82												543.6261	543.6261	0.0104	9.9700e-003	546.8566
Regional Shopping Center	3568.22												419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
<b>Total</b>													<b>963.4166</b>	<b>963.4166</b>	<b>0.0185</b>	<b>0.0177</b>	<b>969.1417</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	4.62082												543.6261	543.6261	0.0104	9.9700e-003	546.8566
Regional Shopping Center	3.56822												419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
<b>Total</b>													<b>963.4166</b>	<b>963.4166</b>	<b>0.0185</b>	<b>0.0177</b>	<b>969.1417</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated												0.1094	0.1094	2.8000e-004		0.1165
Unmitigated												0.1094	0.1094	2.8000e-004		0.1165

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Landscaping												0.1094	0.1094	2.8000e-004		0.1165
<b>Total</b>												<b>0.1094</b>	<b>0.1094</b>	<b>2.8000e-004</b>		<b>0.1165</b>



Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating													0.0000			0.0000
Consumer Products													0.0000			0.0000
Landscaping												0.1094	0.1094	2.8000e-004		0.1165
<b>Total</b>												<b>0.1094</b>	<b>0.1094</b>	<b>2.8000e-004</b>		<b>0.1165</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Newbridge Specific Plan (Mitigated Commercial) - Sacramento County, Winter

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

**Fugitive Dust Mitigation**

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction		
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction	Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)		
No	Clean Paved Road	% PM Reduction	0.00			

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

**Operational Percent Reduction Summary**

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	20.00	13.98	16.16	19.58	19.85	16.95
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**Operational Mobile Mitigation**

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

### Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

### Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

**Water Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
Yes	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
Yes	Install low-flow Shower	20.00	
Yes	Turf Reduction	20.00	
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

**Solid Waste Mitigation**

Mitigation Measures	Input Value
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Institute Recycling and Composting Services Percent Reduction in Waste Disposed	
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## **APPENDIX B: TRANSPORTATION GHG EMISSIONS CALCULATIONS AND OFF-MODEL CALCULATIONS**

Source: EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: Sacramento

Calendar Year: 2032

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed

Region	CalYr	VehClass	MdlYr	Speed	Fuel	VMT	CO2_RUNEX
Sacramento	2032	All Other Buses	Aggregated		5 DSL	342.872	2295.367
Sacramento	2032	All Other Buses	Aggregated		10 DSL	1036.541	1897.78
Sacramento	2032	All Other Buses	Aggregated		15 DSL	1179.006	1493.394
Sacramento	2032	All Other Buses	Aggregated		20 DSL	1369.312	1275.335
Sacramento	2032	All Other Buses	Aggregated		25 DSL	1665.512	1112.965
Sacramento	2032	All Other Buses	Aggregated		30 DSL	2271.081	977.7805
Sacramento	2032	All Other Buses	Aggregated		35 DSL	4177.408	873.9368
Sacramento	2032	All Other Buses	Aggregated		40 DSL	4966.44	801.4334
Sacramento	2032	All Other Buses	Aggregated		45 DSL	3147.842	760.2704
Sacramento	2032	All Other Buses	Aggregated		50 DSL	929.3237	750.4478
Sacramento	2032	All Other Buses	Aggregated		55 DSL	230.0771	771.9656
Sacramento	2032	All Other Buses	Aggregated		60 DSL	16.90215	824.8237
Sacramento	2032	All Other Buses	Aggregated		65 DSL	0.008048	909.0222
Sacramento	2032	All Other Buses	Aggregated		70 DSL	0	0
Sacramento	2032	All Other Buses	Aggregated		75 DSL	0	0
Sacramento	2032	All Other Buses	Aggregated		80 DSL	0	0
Sacramento	2032	All Other Buses	Aggregated		85 DSL	0	0
Sacramento	2032	All Other Buses	Aggregated		90 DSL	0	0
Sacramento	2032	LDA	Aggregated		5 DSL	12.02267	417.3598
Sacramento	2032	LDA	Aggregated		10 DSL	916.4481	347.7001
Sacramento	2032	LDA	Aggregated		15 DSL	2905.973	285.9824
Sacramento	2032	LDA	Aggregated		20 DSL	10896.69	234.5984
Sacramento	2032	LDA	Aggregated		25 DSL	35193.58	196.6501
Sacramento	2032	LDA	Aggregated		30 DSL	24579.3	170.3351
Sacramento	2032	LDA	Aggregated		35 DSL	43689.8	153.9795
Sacramento	2032	LDA	Aggregated		40 DSL	53530.87	144.0904
Sacramento	2032	LDA	Aggregated		45 DSL	20742.39	139.1802
Sacramento	2032	LDA	Aggregated		50 DSL	20793.7	139.5345
Sacramento	2032	LDA	Aggregated		55 DSL	37841.07	146.0119
Sacramento	2032	LDA	Aggregated		60 DSL	29212.81	158.2944
Sacramento	2032	LDA	Aggregated		65 DSL	4282.561	177.955
Sacramento	2032	LDA	Aggregated		70 DSL	1133.041	192.1632
Sacramento	2032	LDA	Aggregated		5 GAS	1005.544	505.5153
Sacramento	2032	LDA	Aggregated		10 GAS	76649.25	413.1951
Sacramento	2032	LDA	Aggregated		15 GAS	243047.8	337.746
Sacramento	2032	LDA	Aggregated		20 GAS	911369.7	280.0811
Sacramento	2032	LDA	Aggregated		25 GAS	2943496	239.0312
Sacramento	2032	LDA	Aggregated		30 GAS	2055746	212.1924
Sacramento	2032	LDA	Aggregated		35 GAS	3654097	196.5828
Sacramento	2032	LDA	Aggregated		40 GAS	4477178	189.9626
Sacramento	2032	LDA	Aggregated		45 GAS	1734838	190.5972
Sacramento	2032	LDA	Aggregated		50 GAS	1739129	196.5981
Sacramento	2032	LDA	Aggregated		55 GAS	3164925	204.6361
Sacramento	2032	LDA	Aggregated		60 GAS	2443281	211.4077

Sacramento	2032 LDA	Aggregated	65 GAS	358181.9	219.5374
Sacramento	2032 LDA	Aggregated	70 GAS	94764.54	217.5693
Sacramento	2032 LDT1	Aggregated	5 DSL	0.035197	1066.642
Sacramento	2032 LDT1	Aggregated	10 DSL	2.68297	897.8635
Sacramento	2032 LDT1	Aggregated	15 DSL	8.507451	744.4768
Sacramento	2032 LDT1	Aggregated	20 DSL	31.90086	611.6446
Sacramento	2032 LDT1	Aggregated	25 DSL	103.0318	512.8419
Sacramento	2032 LDT1	Aggregated	30 DSL	71.95772	443.4631
Sacramento	2032 LDT1	Aggregated	35 DSL	127.9051	400.2425
Sacramento	2032 LDT1	Aggregated	40 DSL	156.7156	373.5545
Sacramento	2032 LDT1	Aggregated	45 DSL	60.72489	360.17
Sacramento	2032 LDT1	Aggregated	50 DSL	60.8751	360.7683
Sacramento	2032 LDT1	Aggregated	55 DSL	110.7825	377.2126
Sacramento	2032 LDT1	Aggregated	60 DSL	85.52268	408.5985
Sacramento	2032 LDT1	Aggregated	65 DSL	12.53751	458.9481
Sacramento	2032 LDT1	Aggregated	70 DSL	3.317063	495.1611
Sacramento	2032 LDT1	Aggregated	5 GAS	97.55998	594.7913
Sacramento	2032 LDT1	Aggregated	10 GAS	7436.672	485.6759
Sacramento	2032 LDT1	Aggregated	15 GAS	23581	397.0321
Sacramento	2032 LDT1	Aggregated	20 GAS	88423	329.3725
Sacramento	2032 LDT1	Aggregated	25 GAS	285584.2	281.1701
Sacramento	2032 LDT1	Aggregated	30 GAS	199452.8	249.5862
Sacramento	2032 LDT1	Aggregated	35 GAS	354528.2	231.2437
Sacramento	2032 LDT1	Aggregated	40 GAS	434385.2	223.5085
Sacramento	2032 LDT1	Aggregated	45 GAS	168317.6	224.2514
Sacramento	2032 LDT1	Aggregated	50 GAS	168734	231.2287
Sacramento	2032 LDT1	Aggregated	55 GAS	307067.7	240.6781
Sacramento	2032 LDT1	Aggregated	60 GAS	237052.3	248.9031
Sacramento	2032 LDT1	Aggregated	65 GAS	34751.56	258.1704
Sacramento	2032 LDT1	Aggregated	70 GAS	9194.254	256.5584
Sacramento	2032 LDT2	Aggregated	5 DSL	3.032905	554.1217
Sacramento	2032 LDT2	Aggregated	10 DSL	231.1882	466.4411
Sacramento	2032 LDT2	Aggregated	15 DSL	733.0766	386.7565
Sacramento	2032 LDT2	Aggregated	20 DSL	2748.858	317.75
Sacramento	2032 LDT2	Aggregated	25 DSL	8878.124	266.4219
Sacramento	2032 LDT2	Aggregated	30 DSL	6200.508	230.3796
Sacramento	2032 LDT2	Aggregated	35 DSL	11021.43	207.9264
Sacramento	2032 LDT2	Aggregated	40 DSL	13503.99	194.062
Sacramento	2032 LDT2	Aggregated	45 DSL	5232.589	187.1087
Sacramento	2032 LDT2	Aggregated	50 DSL	5245.532	187.4195
Sacramento	2032 LDT2	Aggregated	55 DSL	9545.994	195.9624
Sacramento	2032 LDT2	Aggregated	60 DSL	7369.383	212.2674
Sacramento	2032 LDT2	Aggregated	65 DSL	1080.342	238.424
Sacramento	2032 LDT2	Aggregated	70 DSL	285.8272	257.2367
Sacramento	2032 LDT2	Aggregated	5 GAS	316.2826	602.8513
Sacramento	2032 LDT2	Aggregated	10 GAS	24109.17	492.0215
Sacramento	2032 LDT2	Aggregated	15 GAS	76447.97	402.2479
Sacramento	2032 LDT2	Aggregated	20 GAS	286661.2	333.7696
Sacramento	2032 LDT2	Aggregated	25 GAS	925844.1	284.9642
Sacramento	2032 LDT2	Aggregated	30 GAS	646612.2	252.9499
Sacramento	2032 LDT2	Aggregated	35 GAS	1149356	234.3705
Sacramento	2032 LDT2	Aggregated	40 GAS	1408247	226.557
Sacramento	2032 LDT2	Aggregated	45 GAS	545674	227.3072

Sacramento	2032 LDT2	Aggregated	50 GAS	547023.7	234.336
Sacramento	2032 LDT2	Aggregated	55 GAS	995492	243.9079
Sacramento	2032 LDT2	Aggregated	60 GAS	768506.9	252.3722
Sacramento	2032 LDT2	Aggregated	65 GAS	112662.1	261.6126
Sacramento	2032 LDT2	Aggregated	70 GAS	29807.13	260.3318
Sacramento	2032 LHD1	Aggregated	5 DSL	7681.839	1064.954
Sacramento	2032 LHD1	Aggregated	10 DSL	25545.62	895.2598
Sacramento	2032 LHD1	Aggregated	15 DSL	55324.48	584.6796
Sacramento	2032 LHD1	Aggregated	20 DSL	60653.5	498.351
Sacramento	2032 LHD1	Aggregated	25 DSL	64915.43	441.9899
Sacramento	2032 LHD1	Aggregated	30 DSL	54796.85	401.3746
Sacramento	2032 LHD1	Aggregated	35 DSL	28918.42	401.3746
Sacramento	2032 LHD1	Aggregated	40 DSL	15875.27	390.3865
Sacramento	2032 LHD1	Aggregated	45 DSL	17134.64	380.7913
Sacramento	2032 LHD1	Aggregated	50 DSL	66162.26	399.2088
Sacramento	2032 LHD1	Aggregated	55 DSL	39843.52	417.159
Sacramento	2032 LHD1	Aggregated	5 GAS	12594.48	1681.293
Sacramento	2032 LHD1	Aggregated	10 GAS	32841.13	1364.872
Sacramento	2032 LHD1	Aggregated	15 GAS	74783.68	1116.218
Sacramento	2032 LHD1	Aggregated	20 GAS	86411.96	927.8655
Sacramento	2032 LHD1	Aggregated	25 GAS	66563.85	793.1058
Sacramento	2032 LHD1	Aggregated	30 GAS	58864.29	703.7546
Sacramento	2032 LHD1	Aggregated	35 GAS	21995.45	652.3572
Sacramento	2032 LHD1	Aggregated	40 GAS	6492.554	631.4759
Sacramento	2032 LHD1	Aggregated	45 GAS	7992.905	633.6762
Sacramento	2032 LHD1	Aggregated	50 GAS	59018.5	652.2553
Sacramento	2032 LHD1	Aggregated	55 GAS	16232.87	679.0075
Sacramento	2032 LHD2	Aggregated	5 DSL	2918.789	1120.659
Sacramento	2032 LHD2	Aggregated	10 DSL	9706.303	995.9643
Sacramento	2032 LHD2	Aggregated	15 DSL	21021.07	662.9835
Sacramento	2032 LHD2	Aggregated	20 DSL	23045.88	565.4762
Sacramento	2032 LHD2	Aggregated	25 DSL	24665.24	503.9277
Sacramento	2032 LHD2	Aggregated	30 DSL	20820.59	454.4624
Sacramento	2032 LHD2	Aggregated	35 DSL	10987.83	454.4624
Sacramento	2032 LHD2	Aggregated	40 DSL	6031.962	437.8633
Sacramento	2032 LHD2	Aggregated	45 DSL	6510.471	420.8942
Sacramento	2032 LHD2	Aggregated	50 DSL	25138.99	436.3964
Sacramento	2032 LHD2	Aggregated	55 DSL	15138.93	451.6913
Sacramento	2032 LHD2	Aggregated	5 GAS	1884.558	1919.225
Sacramento	2032 LHD2	Aggregated	10 GAS	4914.138	1558.007
Sacramento	2032 LHD2	Aggregated	15 GAS	11190.16	1274.142
Sacramento	2032 LHD2	Aggregated	20 GAS	12930.14	1059.118
Sacramento	2032 LHD2	Aggregated	25 GAS	9960.192	905.2806
Sacramento	2032 LHD2	Aggregated	30 GAS	8808.079	803.2847
Sacramento	2032 LHD2	Aggregated	35 GAS	3291.259	744.6251
Sacramento	2032 LHD2	Aggregated	40 GAS	971.5046	720.8072
Sacramento	2032 LHD2	Aggregated	45 GAS	1196.008	723.3377
Sacramento	2032 LHD2	Aggregated	50 GAS	8831.154	744.5662
Sacramento	2032 LHD2	Aggregated	55 GAS	2428.984	775.1342
Sacramento	2032 MCY	Aggregated	5 GAS	8.613017	539.5827
Sacramento	2032 MCY	Aggregated	10 GAS	656.5416	426.7827
Sacramento	2032 MCY	Aggregated	15 GAS	2081.833	344.0436
Sacramento	2032 MCY	Aggregated	20 GAS	7806.366	283.9416

Sacramento	2032	MCY	Aggregated	25	GAS	25212.61	241.7576
Sacramento	2032	MCY	Aggregated	30	GAS	17608.56	213.7886
Sacramento	2032	MCY	Aggregated	35	GAS	31299.28	197.1953
Sacramento	2032	MCY	Aggregated	40	GAS	38349.41	189.759
Sacramento	2032	MCY	Aggregated	45	GAS	14859.81	189.3494
Sacramento	2032	MCY	Aggregated	50	GAS	14896.56	194.1273
Sacramento	2032	MCY	Aggregated	55	GAS	27109.27	202.2453
Sacramento	2032	MCY	Aggregated	60	GAS	20928	212.6672
Sacramento	2032	MCY	Aggregated	65	GAS	3068.018	223.5485
Sacramento	2032	MCY	Aggregated	70	GAS	811.7086	230.1011
Sacramento	2032	MDV	Aggregated	5	DSL	6.597142	687.7906
Sacramento	2032	MDV	Aggregated	10	DSL	502.8782	584.1017
Sacramento	2032	MDV	Aggregated	15	DSL	1594.581	495.3574
Sacramento	2032	MDV	Aggregated	20	DSL	5979.287	411.3924
Sacramento	2032	MDV	Aggregated	25	DSL	19311.6	347.8746
Sacramento	2032	MDV	Aggregated	30	DSL	13487.28	300.4553
Sacramento	2032	MDV	Aggregated	35	DSL	23973.69	272.6217
Sacramento	2032	MDV	Aggregated	40	DSL	29373.74	255.0001
Sacramento	2032	MDV	Aggregated	45	DSL	11381.87	245.4007
Sacramento	2032	MDV	Aggregated	50	DSL	11410.03	246.6304
Sacramento	2032	MDV	Aggregated	55	DSL	20764.35	260.2813
Sacramento	2032	MDV	Aggregated	60	DSL	16029.81	281.8322
Sacramento	2032	MDV	Aggregated	65	DSL	2349.949	316.4581
Sacramento	2032	MDV	Aggregated	70	DSL	621.7284	340.6724
Sacramento	2032	MDV	Aggregated	5	GAS	194.6641	737.5969
Sacramento	2032	MDV	Aggregated	10	GAS	14838.59	601.4694
Sacramento	2032	MDV	Aggregated	15	GAS	47051.82	491.7516
Sacramento	2032	MDV	Aggregated	20	GAS	176432.8	408.1548
Sacramento	2032	MDV	Aggregated	25	GAS	569833.9	348.5375
Sacramento	2032	MDV	Aggregated	30	GAS	397973.7	309.3627
Sacramento	2032	MDV	Aggregated	35	GAS	707399.6	286.6606
Sacramento	2032	MDV	Aggregated	40	GAS	866740.6	277.1655
Sacramento	2032	MDV	Aggregated	45	GAS	335848.7	278.0902
Sacramento	2032	MDV	Aggregated	50	GAS	336679.4	286.6159
Sacramento	2032	MDV	Aggregated	55	GAS	612700.5	298.3315
Sacramento	2032	MDV	Aggregated	60	GAS	472996.8	308.9662
Sacramento	2032	MDV	Aggregated	65	GAS	69340.73	319.9714
Sacramento	2032	MDV	Aggregated	70	GAS	18345.54	319.1373
Sacramento	2032	MH	Aggregated	5	DSL	73.65825	1825.387
Sacramento	2032	MH	Aggregated	10	DSL	366.643	1657.459
Sacramento	2032	MH	Aggregated	15	DSL	494.8408	1360.918
Sacramento	2032	MH	Aggregated	20	DSL	524.7967	1116.795
Sacramento	2032	MH	Aggregated	25	DSL	546.5549	1001.719
Sacramento	2032	MH	Aggregated	30	DSL	657.188	940.2652
Sacramento	2032	MH	Aggregated	35	DSL	774.9112	889.2657
Sacramento	2032	MH	Aggregated	40	DSL	961.9316	848.7212
Sacramento	2032	MH	Aggregated	45	DSL	787.6945	818.6314
Sacramento	2032	MH	Aggregated	50	DSL	881.5582	798.9965
Sacramento	2032	MH	Aggregated	55	DSL	1291.844	789.8165
Sacramento	2032	MH	Aggregated	60	DSL	1552.367	791.0913
Sacramento	2032	MH	Aggregated	65	DSL	244.2984	802.8209
Sacramento	2032	MH	Aggregated	5	GAS	180.829	3447.007
Sacramento	2032	MH	Aggregated	10	GAS	909.0291	2798.223

Sacramento	2032 MH	Aggregated	15 GAS	1148.26	2288.385
Sacramento	2032 MH	Aggregated	20 GAS	1191.027	1902.193
Sacramento	2032 MH	Aggregated	25 GAS	1327.08	1625.901
Sacramento	2032 MH	Aggregated	30 GAS	1500.453	1442.71
Sacramento	2032 MH	Aggregated	35 GAS	1864.835	1337.359
Sacramento	2032 MH	Aggregated	40 GAS	2321.527	1294.583
Sacramento	2032 MH	Aggregated	45 GAS	2117.074	1299.122
Sacramento	2032 MH	Aggregated	50 GAS	2060.348	1337.236
Sacramento	2032 MH	Aggregated	55 GAS	2694.748	1392.143
Sacramento	2032 MH	Aggregated	60 GAS	3109.616	1448.583
Sacramento	2032 MH	Aggregated	65 GAS	485.9169	1492.823
Sacramento	2032 Motor Coach	Aggregated	5 DSL	129.3731	3199.432
Sacramento	2032 Motor Coach	Aggregated	10 DSL	294.1663	2645.25
Sacramento	2032 Motor Coach	Aggregated	15 DSL	275.0948	2081.59
Sacramento	2032 Motor Coach	Aggregated	20 DSL	401.9162	1777.645
Sacramento	2032 Motor Coach	Aggregated	25 DSL	353.5039	1551.323
Sacramento	2032 Motor Coach	Aggregated	30 DSL	195.3854	1362.894
Sacramento	2032 Motor Coach	Aggregated	35 DSL	261.2124	1218.15
Sacramento	2032 Motor Coach	Aggregated	40 DSL	241.79	1117.09
Sacramento	2032 Motor Coach	Aggregated	45 DSL	322.0975	1059.715
Sacramento	2032 Motor Coach	Aggregated	50 DSL	474.0911	1046.023
Sacramento	2032 Motor Coach	Aggregated	55 DSL	1138.155	1076.016
Sacramento	2032 Motor Coach	Aggregated	60 DSL	4153.178	1149.693
Sacramento	2032 Motor Coach	Aggregated	65 DSL	7609.213	1267.054
Sacramento	2032 Motor Coach	Aggregated	70 DSL	93.51325	1267.054
Sacramento	2032 Motor Coach	Aggregated	75 DSL	0.029629	1267.054
Sacramento	2032 Motor Coach	Aggregated	80 DSL	0	0
Sacramento	2032 Motor Coach	Aggregated	85 DSL	0	0
Sacramento	2032 Motor Coach	Aggregated	90 DSL	0	0
Sacramento	2032 OBUS	Aggregated	5 GAS	154.705	3453.269
Sacramento	2032 OBUS	Aggregated	10 GAS	777.7034	2803.343
Sacramento	2032 OBUS	Aggregated	15 GAS	982.3728	2292.634
Sacramento	2032 OBUS	Aggregated	20 GAS	1018.962	1905.781
Sacramento	2032 OBUS	Aggregated	25 GAS	1135.359	1629.008
Sacramento	2032 OBUS	Aggregated	30 GAS	1283.685	1445.482
Sacramento	2032 OBUS	Aggregated	35 GAS	1595.426	1339.918
Sacramento	2032 OBUS	Aggregated	40 GAS	1986.141	1297.026
Sacramento	2032 OBUS	Aggregated	45 GAS	1811.225	1301.525
Sacramento	2032 OBUS	Aggregated	50 GAS	1762.694	1339.648
Sacramento	2032 OBUS	Aggregated	55 GAS	2305.443	1394.595
Sacramento	2032 OBUS	Aggregated	60 GAS	2660.376	1451.085
Sacramento	2032 OBUS	Aggregated	65 GAS	415.7174	1495.368
Sacramento	2032 PTO	Aggregated	20 DSL	33535.95	1676.54
Sacramento	2032 SBUS	Aggregated	5 DSL	375.7661	2291.129
Sacramento	2032 SBUS	Aggregated	10 DSL	925.0379	1968.204
Sacramento	2032 SBUS	Aggregated	15 DSL	1188.182	1585.904
Sacramento	2032 SBUS	Aggregated	20 DSL	1568.251	1344.042
Sacramento	2032 SBUS	Aggregated	25 DSL	2016.908	1190.089
Sacramento	2032 SBUS	Aggregated	30 DSL	2352.783	1076.668
Sacramento	2032 SBUS	Aggregated	35 DSL	2005.067	988.0514
Sacramento	2032 SBUS	Aggregated	40 DSL	1469.648	923.2524
Sacramento	2032 SBUS	Aggregated	45 DSL	1236.109	881.6916
Sacramento	2032 SBUS	Aggregated	50 DSL	2109.917	863.0039

Sacramento	2032 SBUS	Aggregated	55 DSL	5345.138	866.9464
Sacramento	2032 SBUS	Aggregated	60 DSL	5273.741	894.7374
Sacramento	2032 SBUS	Aggregated	65 DSL	1980.533	943.0933
Sacramento	2032 SBUS	Aggregated	70 DSL	172.8674	943.0933
Sacramento	2032 SBUS	Aggregated	75 DSL	9.68558	943.0933
Sacramento	2032 SBUS	Aggregated	80 DSL	0	0
Sacramento	2032 SBUS	Aggregated	85 DSL	0	0
Sacramento	2032 SBUS	Aggregated	90 DSL	0	0
Sacramento	2032 SBUS	Aggregated	5 GAS	93.84099	1661.362
Sacramento	2032 SBUS	Aggregated	10 GAS	328.9079	1348.668
Sacramento	2032 SBUS	Aggregated	15 GAS	657.8157	1102.94
Sacramento	2032 SBUS	Aggregated	20 GAS	892.8778	916.8086
Sacramento	2032 SBUS	Aggregated	25 GAS	1409.468	783.6442
Sacramento	2032 SBUS	Aggregated	30 GAS	1690.991	695.3521
Sacramento	2032 SBUS	Aggregated	35 GAS	1735.589	644.5741
Sacramento	2032 SBUS	Aggregated	40 GAS	1171.614	623.9549
Sacramento	2032 SBUS	Aggregated	45 GAS	562.1124	626.1389
Sacramento	2032 SBUS	Aggregated	50 GAS	281.523	644.5072
Sacramento	2032 SBUS	Aggregated	55 GAS	419.0289	670.9646
Sacramento	2032 SBUS	Aggregated	60 GAS	233.2093	698.1644
Sacramento	2032 T6 Ag	Aggregated	5 DSL	0.224343	2754.421
Sacramento	2032 T6 Ag	Aggregated	10 DSL	0.686839	2277.32
Sacramento	2032 T6 Ag	Aggregated	15 DSL	0.657046	1792.06
Sacramento	2032 T6 Ag	Aggregated	20 DSL	0.505762	1530.391
Sacramento	2032 T6 Ag	Aggregated	25 DSL	0.516097	1335.548
Sacramento	2032 T6 Ag	Aggregated	30 DSL	0.634727	1173.328
Sacramento	2032 T6 Ag	Aggregated	35 DSL	0.839914	1048.717
Sacramento	2032 T6 Ag	Aggregated	40 DSL	0.964929	961.7134
Sacramento	2032 T6 Ag	Aggregated	45 DSL	1.188907	912.3181
Sacramento	2032 T6 Ag	Aggregated	50 DSL	1.57525	900.5311
Sacramento	2032 T6 Ag	Aggregated	55 DSL	4.299036	926.3522
Sacramento	2032 T6 Ag	Aggregated	60 DSL	20.10825	989.7815
Sacramento	2032 T6 Ag	Aggregated	65 DSL	14.51472	1090.819
Sacramento	2032 T6 Ag	Aggregated	70 DSL	0.067625	1090.819
Sacramento	2032 T6 Ag	Aggregated	75 DSL	0.000573	1090.819
Sacramento	2032 T6 Ag	Aggregated	80 DSL	0	0
Sacramento	2032 T6 Ag	Aggregated	85 DSL	0	0
Sacramento	2032 T6 Ag	Aggregated	90 DSL	0	0
Sacramento	2032 T6 CAIRP heavy	Aggregated	5 DSL	201.9533	1773.155
Sacramento	2032 T6 CAIRP heavy	Aggregated	10 DSL	458.6152	1466.022
Sacramento	2032 T6 CAIRP heavy	Aggregated	15 DSL	447.5676	1153.637
Sacramento	2032 T6 CAIRP heavy	Aggregated	20 DSL	578.7176	985.1876
Sacramento	2032 T6 CAIRP heavy	Aggregated	25 DSL	497.5077	859.7575
Sacramento	2032 T6 CAIRP heavy	Aggregated	30 DSL	315.7446	755.1049
Sacramento	2032 T6 CAIRP heavy	Aggregated	35 DSL	453.9768	674.71
Sacramento	2032 T6 CAIRP heavy	Aggregated	40 DSL	443.9854	618.5514
Sacramento	2032 T6 CAIRP heavy	Aggregated	45 DSL	567.1934	586.6075
Sacramento	2032 T6 CAIRP heavy	Aggregated	50 DSL	758.4146	578.8568
Sacramento	2032 T6 CAIRP heavy	Aggregated	55 DSL	1783.08	595.4545
Sacramento	2032 T6 CAIRP heavy	Aggregated	60 DSL	6197.327	636.2265
Sacramento	2032 T6 CAIRP heavy	Aggregated	65 DSL	11954.16	701.1729
Sacramento	2032 T6 CAIRP heavy	Aggregated	70 DSL	143.1814	701.1729
Sacramento	2032 T6 CAIRP heavy	Aggregated	75 DSL	0.053592	701.1729



Sacramento	2032 T6 CAIRP heavy	Aggregated	80 DSL	0	0
Sacramento	2032 T6 CAIRP heavy	Aggregated	85 DSL	0	0
Sacramento	2032 T6 CAIRP heavy	Aggregated	90 DSL	0	0
Sacramento	2032 T6 CAIRP small	Aggregated	5 DSL	29.94324	1958.85
Sacramento	2032 T6 CAIRP small	Aggregated	10 DSL	67.99804	1619.553
Sacramento	2032 T6 CAIRP small	Aggregated	15 DSL	66.36004	1274.452
Sacramento	2032 T6 CAIRP small	Aggregated	20 DSL	85.80541	1088.362
Sacramento	2032 T6 CAIRP small	Aggregated	25 DSL	73.76457	949.7965
Sacramento	2032 T6 CAIRP small	Aggregated	30 DSL	46.81489	834.4313
Sacramento	2032 T6 CAIRP small	Aggregated	35 DSL	67.31032	745.8117
Sacramento	2032 T6 CAIRP small	Aggregated	40 DSL	65.82892	683.9379
Sacramento	2032 T6 CAIRP small	Aggregated	45 DSL	84.09674	648.8097
Sacramento	2032 T6 CAIRP small	Aggregated	50 DSL	112.4488	640.4271
Sacramento	2032 T6 CAIRP small	Aggregated	55 DSL	264.3741	658.7902
Sacramento	2032 T6 CAIRP small	Aggregated	60 DSL	918.8665	703.899
Sacramento	2032 T6 CAIRP small	Aggregated	65 DSL	1772.422	775.7534
Sacramento	2032 T6 CAIRP small	Aggregated	70 DSL	21.22924	775.7534
Sacramento	2032 T6 CAIRP small	Aggregated	75 DSL	0.007946	775.7534
Sacramento	2032 T6 CAIRP small	Aggregated	80 DSL	0	0
Sacramento	2032 T6 CAIRP small	Aggregated	85 DSL	0	0
Sacramento	2032 T6 CAIRP small	Aggregated	90 DSL	0	0
Sacramento	2032 T6 instate construction heavy	Aggregated	5 DSL	2253.109	2246.64
Sacramento	2032 T6 instate construction heavy	Aggregated	10 DSL	1664.686	1858.87
Sacramento	2032 T6 instate construction heavy	Aggregated	15 DSL	435.9051	1463.346
Sacramento	2032 T6 instate construction heavy	Aggregated	20 DSL	378.9961	1249.314
Sacramento	2032 T6 instate construction heavy	Aggregated	25 DSL	503.5252	1090.527
Sacramento	2032 T6 instate construction heavy	Aggregated	30 DSL	579.4865	958.6352
Sacramento	2032 T6 instate construction heavy	Aggregated	35 DSL	730.7054	857.2878
Sacramento	2032 T6 instate construction heavy	Aggregated	40 DSL	871.5904	786.4797
Sacramento	2032 T6 instate construction heavy	Aggregated	45 DSL	1049.107	746.2075
Sacramento	2032 T6 instate construction heavy	Aggregated	50 DSL	1175.074	736.4694
Sacramento	2032 T6 instate construction heavy	Aggregated	55 DSL	1430.316	757.2641
Sacramento	2032 T6 instate construction heavy	Aggregated	60 DSL	4544.011	808.5814
Sacramento	2032 T6 instate construction heavy	Aggregated	65 DSL	2667.248	890.3546
Sacramento	2032 T6 instate construction heavy	Aggregated	70 DSL	384.7618	890.3546
Sacramento	2032 T6 instate construction heavy	Aggregated	75 DSL	233.055	890.3546
Sacramento	2032 T6 instate construction heavy	Aggregated	80 DSL	0	0
Sacramento	2032 T6 instate construction heavy	Aggregated	85 DSL	0	0
Sacramento	2032 T6 instate construction heavy	Aggregated	90 DSL	0	0
Sacramento	2032 T6 instate construction small	Aggregated	5 DSL	16529.56	2062.454
Sacramento	2032 T6 instate construction small	Aggregated	10 DSL	12212.69	1705.263
Sacramento	2032 T6 instate construction small	Aggregated	15 DSL	3197.945	1341.926
Sacramento	2032 T6 instate construction small	Aggregated	20 DSL	2780.441	1145.978
Sacramento	2032 T6 instate construction small	Aggregated	25 DSL	3694.029	1000.089
Sacramento	2032 T6 instate construction small	Aggregated	30 DSL	4251.306	878.637
Sacramento	2032 T6 instate construction small	Aggregated	35 DSL	5360.698	785.3409
Sacramento	2032 T6 instate construction small	Aggregated	40 DSL	6394.277	720.1998
Sacramento	2032 T6 instate construction small	Aggregated	45 DSL	7696.597	683.2131
Sacramento	2032 T6 instate construction small	Aggregated	50 DSL	8620.736	674.3807
Sacramento	2032 T6 instate construction small	Aggregated	55 DSL	10493.27	693.7023
Sacramento	2032 T6 instate construction small	Aggregated	60 DSL	33336.37	741.179
Sacramento	2032 T6 instate construction small	Aggregated	65 DSL	19567.82	816.8084
Sacramento	2032 T6 instate construction small	Aggregated	70 DSL	2822.741	816.8084

Sacramento	2032 T6 instate construction small	Aggregated	75 DSL	1709.769	816.8084
Sacramento	2032 T6 instate construction small	Aggregated	80 DSL	0	0
Sacramento	2032 T6 instate construction small	Aggregated	85 DSL	0	0
Sacramento	2032 T6 instate construction small	Aggregated	90 DSL	0	0
Sacramento	2032 T6 instate heavy	Aggregated	5 DSL	3289.367	2001.565
Sacramento	2032 T6 instate heavy	Aggregated	10 DSL	7462.058	1654.869
Sacramento	2032 T6 instate heavy	Aggregated	15 DSL	9531.294	1302.243
Sacramento	2032 T6 instate heavy	Aggregated	20 DSL	12572.39	1112.095
Sacramento	2032 T6 instate heavy	Aggregated	25 DSL	17567.84	970.5077
Sacramento	2032 T6 instate heavy	Aggregated	30 DSL	22397.44	850.6162
Sacramento	2032 T6 instate heavy	Aggregated	35 DSL	18745.61	758.4807
Sacramento	2032 T6 instate heavy	Aggregated	40 DSL	11360.37	693.9078
Sacramento	2032 T6 instate heavy	Aggregated	45 DSL	8395.215	656.7042
Sacramento	2032 T6 instate heavy	Aggregated	50 DSL	17338.63	646.6765
Sacramento	2032 T6 instate heavy	Aggregated	55 DSL	43327.8	665.2188
Sacramento	2032 T6 instate heavy	Aggregated	60 DSL	29425.17	710.7678
Sacramento	2032 T6 instate heavy	Aggregated	65 DSL	11451.71	783.3234
Sacramento	2032 T6 instate heavy	Aggregated	70 DSL	977.1938	783.3234
Sacramento	2032 T6 instate heavy	Aggregated	75 DSL	29.12812	783.3234
Sacramento	2032 T6 instate heavy	Aggregated	80 DSL	0	0
Sacramento	2032 T6 instate heavy	Aggregated	85 DSL	0	0
Sacramento	2032 T6 instate heavy	Aggregated	90 DSL	0	0
Sacramento	2032 T6 instate small	Aggregated	5 DSL	4221.918	2066.772
Sacramento	2032 T6 instate small	Aggregated	10 DSL	9577.586	1708.781
Sacramento	2032 T6 instate small	Aggregated	15 DSL	12233.46	1344.668
Sacramento	2032 T6 instate small	Aggregated	20 DSL	16136.72	1148.325
Sacramento	2032 T6 instate small	Aggregated	25 DSL	22548.4	1002.125
Sacramento	2032 T6 instate small	Aggregated	30 DSL	28747.21	880.4037
Sacramento	2032 T6 instate small	Aggregated	35 DSL	24060.07	786.9018
Sacramento	2032 T6 instate small	Aggregated	40 DSL	14581.09	721.619
Sacramento	2032 T6 instate small	Aggregated	45 DSL	10775.3	684.5554
Sacramento	2032 T6 instate small	Aggregated	50 DSL	22254.21	675.711
Sacramento	2032 T6 instate small	Aggregated	55 DSL	55611.44	695.0858
Sacramento	2032 T6 instate small	Aggregated	60 DSL	37767.35	742.6798
Sacramento	2032 T6 instate small	Aggregated	65 DSL	14698.33	818.493
Sacramento	2032 T6 instate small	Aggregated	70 DSL	1254.233	818.493
Sacramento	2032 T6 instate small	Aggregated	75 DSL	37.38608	818.493
Sacramento	2032 T6 instate small	Aggregated	80 DSL	0	0
Sacramento	2032 T6 instate small	Aggregated	85 DSL	0	0
Sacramento	2032 T6 instate small	Aggregated	90 DSL	0	0
Sacramento	2032 T6 OOS heavy	Aggregated	5 DSL	112.2985	1771.581
Sacramento	2032 T6 OOS heavy	Aggregated	10 DSL	255.0183	1464.721
Sacramento	2032 T6 OOS heavy	Aggregated	15 DSL	248.8752	1152.612
Sacramento	2032 T6 OOS heavy	Aggregated	20 DSL	321.8027	984.3129
Sacramento	2032 T6 OOS heavy	Aggregated	25 DSL	276.645	858.9942
Sacramento	2032 T6 OOS heavy	Aggregated	30 DSL	175.5735	754.4474
Sacramento	2032 T6 OOS heavy	Aggregated	35 DSL	252.4391	674.134
Sacramento	2032 T6 OOS heavy	Aggregated	40 DSL	246.8833	618.0339
Sacramento	2032 T6 OOS heavy	Aggregated	45 DSL	315.3945	586.1267
Sacramento	2032 T6 OOS heavy	Aggregated	50 DSL	421.7253	578.3923
Sacramento	2032 T6 OOS heavy	Aggregated	55 DSL	991.5027	594.9766
Sacramento	2032 T6 OOS heavy	Aggregated	60 DSL	3446.097	635.7159
Sacramento	2032 T6 OOS heavy	Aggregated	65 DSL	6647.253	700.6102

Sacramento	2032 T6 OOS heavy	Aggregated	70 DSL	79.61769	700.6102
Sacramento	2032 T6 OOS heavy	Aggregated	75 DSL	0.029801	700.6102
Sacramento	2032 T6 OOS heavy	Aggregated	80 DSL	0	0
Sacramento	2032 T6 OOS heavy	Aggregated	85 DSL	0	0
Sacramento	2032 T6 OOS heavy	Aggregated	90 DSL	0	0
Sacramento	2032 T6 OOS small	Aggregated	5 DSL	15.80158	1961.889
Sacramento	2032 T6 OOS small	Aggregated	10 DSL	35.88376	1622.065
Sacramento	2032 T6 OOS small	Aggregated	15 DSL	35.01936	1276.429
Sacramento	2032 T6 OOS small	Aggregated	20 DSL	45.28102	1090.051
Sacramento	2032 T6 OOS small	Aggregated	25 DSL	38.92686	951.2697
Sacramento	2032 T6 OOS small	Aggregated	30 DSL	24.70504	835.7256
Sacramento	2032 T6 OOS small	Aggregated	35 DSL	35.52084	746.9686
Sacramento	2032 T6 OOS small	Aggregated	40 DSL	34.73908	684.9987
Sacramento	2032 T6 OOS small	Aggregated	45 DSL	44.37933	649.816
Sacramento	2032 T6 OOS small	Aggregated	50 DSL	59.34118	641.4205
Sacramento	2032 T6 OOS small	Aggregated	55 DSL	139.5148	659.8121
Sacramento	2032 T6 OOS small	Aggregated	60 DSL	484.902	704.9908
Sacramento	2032 T6 OOS small	Aggregated	65 DSL	935.3384	776.9567
Sacramento	2032 T6 OOS small	Aggregated	70 DSL	11.20305	776.9567
Sacramento	2032 T6 OOS small	Aggregated	75 DSL	0.004193	776.9567
Sacramento	2032 T6 OOS small	Aggregated	80 DSL	0	0
Sacramento	2032 T6 OOS small	Aggregated	85 DSL	0	0
Sacramento	2032 T6 OOS small	Aggregated	90 DSL	0	0
Sacramento	2032 T6 Public	Aggregated	5 DSL	2613.658	2124.318
Sacramento	2032 T6 Public	Aggregated	10 DSL	4973.04	1780.274
Sacramento	2032 T6 Public	Aggregated	15 DSL	3977.65	1412.206
Sacramento	2032 T6 Public	Aggregated	20 DSL	2967.516	1201.654
Sacramento	2032 T6 Public	Aggregated	25 DSL	4204.718	1053.922
Sacramento	2032 T6 Public	Aggregated	30 DSL	5837.946	935.9025
Sacramento	2032 T6 Public	Aggregated	35 DSL	7449.494	844.7339
Sacramento	2032 T6 Public	Aggregated	40 DSL	8566.334	780.1744
Sacramento	2032 T6 Public	Aggregated	45 DSL	7932.803	742.0821
Sacramento	2032 T6 Public	Aggregated	50 DSL	5707.659	730.3679
Sacramento	2032 T6 Public	Aggregated	55 DSL	6720.176	744.9726
Sacramento	2032 T6 Public	Aggregated	60 DSL	7718.996	786.0912
Sacramento	2032 T6 Public	Aggregated	65 DSL	3283.956	852.6295
Sacramento	2032 T6 Public	Aggregated	70 DSL	1391.268	852.6295
Sacramento	2032 T6 Public	Aggregated	75 DSL	338.6532	852.6295
Sacramento	2032 T6 Public	Aggregated	80 DSL	0	0
Sacramento	2032 T6 Public	Aggregated	85 DSL	0	0
Sacramento	2032 T6 Public	Aggregated	90 DSL	0	0
Sacramento	2032 T6 utility	Aggregated	5 DSL	45.03336	1986.277
Sacramento	2032 T6 utility	Aggregated	10 DSL	161.7883	1642.228
Sacramento	2032 T6 utility	Aggregated	15 DSL	172.1535	1292.296
Sacramento	2032 T6 utility	Aggregated	20 DSL	145.0899	1103.601
Sacramento	2032 T6 utility	Aggregated	25 DSL	172.6917	963.0948
Sacramento	2032 T6 utility	Aggregated	30 DSL	223.7778	846.1143
Sacramento	2032 T6 utility	Aggregated	35 DSL	272.9876	756.254
Sacramento	2032 T6 utility	Aggregated	40 DSL	359.419	693.5138
Sacramento	2032 T6 utility	Aggregated	45 DSL	369.7162	657.8938
Sacramento	2032 T6 utility	Aggregated	50 DSL	342.3146	649.3939
Sacramento	2032 T6 utility	Aggregated	55 DSL	532.4547	668.0141
Sacramento	2032 T6 utility	Aggregated	60 DSL	359.4979	713.7544

Sacramento	2032 T6 utility	Aggregated	65 DSL	2.722785	786.6149
Sacramento	2032 T6 utility	Aggregated	70 DSL	0.000481	786.6149
Sacramento	2032 T6 utility	Aggregated	75 DSL	0	0
Sacramento	2032 T6 utility	Aggregated	80 DSL	0	0
Sacramento	2032 T6 utility	Aggregated	85 DSL	0	0
Sacramento	2032 T6 utility	Aggregated	90 DSL	0	0
Sacramento	2032 T6TS	Aggregated	5 GAS	709.7659	3412.383
Sacramento	2032 T6TS	Aggregated	10 GAS	3568	2770.129
Sacramento	2032 T6TS	Aggregated	15 GAS	4506.995	2265.424
Sacramento	2032 T6TS	Aggregated	20 GAS	4674.861	1883.12
Sacramento	2032 T6TS	Aggregated	25 GAS	5208.876	1609.606
Sacramento	2032 T6TS	Aggregated	30 GAS	5889.376	1428.255
Sacramento	2032 T6TS	Aggregated	35 GAS	7319.601	1323.958
Sacramento	2032 T6TS	Aggregated	40 GAS	9112.149	1281.605
Sacramento	2032 T6TS	Aggregated	45 GAS	8309.657	1286.09
Sacramento	2032 T6TS	Aggregated	50 GAS	8087.004	1323.81
Sacramento	2032 T6TS	Aggregated	55 GAS	10577.06	1378.155
Sacramento	2032 T6TS	Aggregated	60 GAS	12205.45	1434.018
Sacramento	2032 T6TS	Aggregated	65 GAS	1907.256	1477.807
Sacramento	2032 T7 Ag	Aggregated	5 DSL	0.148239	4257.219
Sacramento	2032 T7 Ag	Aggregated	10 DSL	0.4968	3519.815
Sacramento	2032 T7 Ag	Aggregated	15 DSL	0.488357	2769.8
Sacramento	2032 T7 Ag	Aggregated	20 DSL	0.372285	2365.365
Sacramento	2032 T7 Ag	Aggregated	25 DSL	0.373909	2064.217
Sacramento	2032 T7 Ag	Aggregated	30 DSL	0.478979	1813.491
Sacramento	2032 T7 Ag	Aggregated	35 DSL	0.660843	1620.892
Sacramento	2032 T7 Ag	Aggregated	40 DSL	0.764189	1486.419
Sacramento	2032 T7 Ag	Aggregated	45 DSL	0.95743	1410.074
Sacramento	2032 T7 Ag	Aggregated	50 DSL	1.251397	1391.856
Sacramento	2032 T7 Ag	Aggregated	55 DSL	3.583431	1431.765
Sacramento	2032 T7 Ag	Aggregated	60 DSL	18.26968	1529.801
Sacramento	2032 T7 Ag	Aggregated	65 DSL	11.61813	1685.964
Sacramento	2032 T7 Ag	Aggregated	70 DSL	0.073676	1685.964
Sacramento	2032 T7 Ag	Aggregated	75 DSL	0.001296	1685.964
Sacramento	2032 T7 Ag	Aggregated	80 DSL	0	0
Sacramento	2032 T7 Ag	Aggregated	85 DSL	0	0
Sacramento	2032 T7 Ag	Aggregated	90 DSL	0	0
Sacramento	2032 T7 CAIRP	Aggregated	5 DSL	1419.007	2561.283
Sacramento	2032 T7 CAIRP	Aggregated	10 DSL	3226.513	2117.636
Sacramento	2032 T7 CAIRP	Aggregated	15 DSL	3017.331	1666.403
Sacramento	2032 T7 CAIRP	Aggregated	20 DSL	4408.35	1423.082
Sacramento	2032 T7 CAIRP	Aggregated	25 DSL	3877.347	1241.901
Sacramento	2032 T7 CAIRP	Aggregated	30 DSL	2143.052	1090.206
Sacramento	2032 T7 CAIRP	Aggregated	35 DSL	2865.064	973.6624
Sacramento	2032 T7 CAIRP	Aggregated	40 DSL	2652.033	892.189
Sacramento	2032 T7 CAIRP	Aggregated	45 DSL	3532.872	845.7038
Sacramento	2032 T7 CAIRP	Aggregated	50 DSL	5199.987	834.1251
Sacramento	2032 T7 CAIRP	Aggregated	55 DSL	12483.66	858.0421
Sacramento	2032 T7 CAIRP	Aggregated	60 DSL	45553.43	916.7941
Sacramento	2032 T7 CAIRP	Aggregated	65 DSL	83460.36	1010.381
Sacramento	2032 T7 CAIRP	Aggregated	70 DSL	1025.684	1010.381
Sacramento	2032 T7 CAIRP	Aggregated	75 DSL	0.324982	1010.381
Sacramento	2032 T7 CAIRP	Aggregated	80 DSL	0	0

Sacramento	2032 T7 CAIRP	Aggregated	85 DSL	0	0
Sacramento	2032 T7 CAIRP	Aggregated	90 DSL	0	0
Sacramento	2032 T7 CAIRP construction	Aggregated	5 DSL	1648.255	2774.253
Sacramento	2032 T7 CAIRP construction	Aggregated	10 DSL	1133.729	2293.717
Sacramento	2032 T7 CAIRP construction	Aggregated	15 DSL	240.8391	1804.964
Sacramento	2032 T7 CAIRP construction	Aggregated	20 DSL	239.9203	1541.411
Sacramento	2032 T7 CAIRP construction	Aggregated	25 DSL	323.6042	1345.164
Sacramento	2032 T7 CAIRP construction	Aggregated	30 DSL	388.4747	1181.777
Sacramento	2032 T7 CAIRP construction	Aggregated	35 DSL	501.6758	1056.268
Sacramento	2032 T7 CAIRP construction	Aggregated	40 DSL	643.2256	968.638
Sacramento	2032 T7 CAIRP construction	Aggregated	45 DSL	781.5681	918.8871
Sacramento	2032 T7 CAIRP construction	Aggregated	50 DSL	785.4087	907.0151
Sacramento	2032 T7 CAIRP construction	Aggregated	55 DSL	958.2673	933.0222
Sacramento	2032 T7 CAIRP construction	Aggregated	60 DSL	3517.269	996.9082
Sacramento	2032 T7 CAIRP construction	Aggregated	65 DSL	1724.437	1098.673
Sacramento	2032 T7 CAIRP construction	Aggregated	70 DSL	385.0145	1098.673
Sacramento	2032 T7 CAIRP construction	Aggregated	75 DSL	305.4789	1098.673
Sacramento	2032 T7 CAIRP construction	Aggregated	80 DSL	0	0
Sacramento	2032 T7 CAIRP construction	Aggregated	85 DSL	0	0
Sacramento	2032 T7 CAIRP construction	Aggregated	90 DSL	0	0
Sacramento	2032 T7 NNOOS	Aggregated	5 DSL	1729.962	2465.346
Sacramento	2032 T7 NNOOS	Aggregated	10 DSL	3933.555	2038.317
Sacramento	2032 T7 NNOOS	Aggregated	15 DSL	3678.534	1603.985
Sacramento	2032 T7 NNOOS	Aggregated	20 DSL	5374.375	1369.778
Sacramento	2032 T7 NNOOS	Aggregated	25 DSL	4727.01	1195.383
Sacramento	2032 T7 NNOOS	Aggregated	30 DSL	2612.67	1049.785
Sacramento	2032 T7 NNOOS	Aggregated	35 DSL	3492.9	937.9335
Sacramento	2032 T7 NNOOS	Aggregated	40 DSL	3233.186	859.7902
Sacramento	2032 T7 NNOOS	Aggregated	45 DSL	4307.049	815.3163
Sacramento	2032 T7 NNOOS	Aggregated	50 DSL	6339.487	804.4729
Sacramento	2032 T7 NNOOS	Aggregated	55 DSL	15219.27	827.5397
Sacramento	2032 T7 NNOOS	Aggregated	60 DSL	55535.78	884.2031
Sacramento	2032 T7 NNOOS	Aggregated	65 DSL	101749.5	974.4631
Sacramento	2032 T7 NNOOS	Aggregated	70 DSL	1250.448	974.4631
Sacramento	2032 T7 NNOOS	Aggregated	75 DSL	0.396197	974.4631
Sacramento	2032 T7 NNOOS	Aggregated	80 DSL	0	0
Sacramento	2032 T7 NNOOS	Aggregated	85 DSL	0	0
Sacramento	2032 T7 NNOOS	Aggregated	90 DSL	0	0
Sacramento	2032 T7 NOOS	Aggregated	5 DSL	557.5787	2567.803
Sacramento	2032 T7 NOOS	Aggregated	10 DSL	1267.812	2123.027
Sacramento	2032 T7 NOOS	Aggregated	15 DSL	1185.617	1670.645
Sacramento	2032 T7 NOOS	Aggregated	20 DSL	1732.198	1426.704
Sacramento	2032 T7 NOOS	Aggregated	25 DSL	1523.548	1245.062
Sacramento	2032 T7 NOOS	Aggregated	30 DSL	842.0817	1092.947
Sacramento	2032 T7 NOOS	Aggregated	35 DSL	1125.786	976.0796
Sacramento	2032 T7 NOOS	Aggregated	40 DSL	1042.078	894.3758
Sacramento	2032 T7 NOOS	Aggregated	45 DSL	1388.192	847.7499
Sacramento	2032 T7 NOOS	Aggregated	50 DSL	2043.261	836.1167
Sacramento	2032 T7 NOOS	Aggregated	55 DSL	4905.274	860.0909
Sacramento	2032 T7 NOOS	Aggregated	60 DSL	17899.57	918.9831
Sacramento	2032 T7 NOOS	Aggregated	65 DSL	32794.56	1012.793
Sacramento	2032 T7 NOOS	Aggregated	70 DSL	403.0279	1012.793
Sacramento	2032 T7 NOOS	Aggregated	75 DSL	0.127697	1012.793

Sacramento	2032 T7 NOOS	Aggregated	80 DSL	0	0
Sacramento	2032 T7 NOOS	Aggregated	85 DSL	0	0
Sacramento	2032 T7 NOOS	Aggregated	90 DSL	0	0
Sacramento	2032 T7 other port	Aggregated	5 DSL	89.843	2786.406
Sacramento	2032 T7 other port	Aggregated	10 DSL	163.4181	2303.765
Sacramento	2032 T7 other port	Aggregated	15 DSL	151.0929	1812.87
Sacramento	2032 T7 other port	Aggregated	20 DSL	116.8347	1548.163
Sacramento	2032 T7 other port	Aggregated	25 DSL	121.4186	1351.057
Sacramento	2032 T7 other port	Aggregated	30 DSL	150.4598	1186.953
Sacramento	2032 T7 other port	Aggregated	35 DSL	185.7422	1060.895
Sacramento	2032 T7 other port	Aggregated	40 DSL	230.4812	972.8811
Sacramento	2032 T7 other port	Aggregated	45 DSL	241.2179	922.9123
Sacramento	2032 T7 other port	Aggregated	50 DSL	245.1618	910.9883
Sacramento	2032 T7 other port	Aggregated	55 DSL	214.974	937.1093
Sacramento	2032 T7 other port	Aggregated	60 DSL	141.8892	1001.275
Sacramento	2032 T7 other port	Aggregated	65 DSL	55.81174	1103.486
Sacramento	2032 T7 other port	Aggregated	70 DSL	1.275763	1103.486
Sacramento	2032 T7 other port	Aggregated	75 DSL	0	0
Sacramento	2032 T7 other port	Aggregated	80 DSL	0	0
Sacramento	2032 T7 other port	Aggregated	85 DSL	0	0
Sacramento	2032 T7 other port	Aggregated	90 DSL	0	0
Sacramento	2032 T7 POAK	Aggregated	5 DSL	357.8318	2831.533
Sacramento	2032 T7 POAK	Aggregated	10 DSL	650.871	2341.075
Sacramento	2032 T7 POAK	Aggregated	15 DSL	601.7815	1842.23
Sacramento	2032 T7 POAK	Aggregated	20 DSL	465.3359	1573.236
Sacramento	2032 T7 POAK	Aggregated	25 DSL	483.5928	1372.938
Sacramento	2032 T7 POAK	Aggregated	30 DSL	599.2597	1206.177
Sacramento	2032 T7 POAK	Aggregated	35 DSL	739.7844	1078.076
Sacramento	2032 T7 POAK	Aggregated	40 DSL	917.9736	988.6373
Sacramento	2032 T7 POAK	Aggregated	45 DSL	960.7365	937.8592
Sacramento	2032 T7 POAK	Aggregated	50 DSL	976.4445	925.7421
Sacramento	2032 T7 POAK	Aggregated	55 DSL	856.2106	952.2861
Sacramento	2032 T7 POAK	Aggregated	60 DSL	565.1242	1017.491
Sacramento	2032 T7 POAK	Aggregated	65 DSL	222.2902	1121.357
Sacramento	2032 T7 POAK	Aggregated	70 DSL	5.08118	1121.357
Sacramento	2032 T7 POAK	Aggregated	75 DSL	0	0
Sacramento	2032 T7 POAK	Aggregated	80 DSL	0	0
Sacramento	2032 T7 POAK	Aggregated	85 DSL	0	0
Sacramento	2032 T7 POAK	Aggregated	90 DSL	0	0
Sacramento	2032 T7 Public	Aggregated	5 DSL	3878.063	3144.113
Sacramento	2032 T7 Public	Aggregated	10 DSL	6805.464	2648.983
Sacramento	2032 T7 Public	Aggregated	15 DSL	5226.935	2109.393
Sacramento	2032 T7 Public	Aggregated	20 DSL	3902.799	1794.377
Sacramento	2032 T7 Public	Aggregated	25 DSL	6488.908	1577.452
Sacramento	2032 T7 Public	Aggregated	30 DSL	10544.04	1406.869
Sacramento	2032 T7 Public	Aggregated	35 DSL	12372.4	1274.908
Sacramento	2032 T7 Public	Aggregated	40 DSL	12926.31	1180.861
Sacramento	2032 T7 Public	Aggregated	45 DSL	13561.29	1124.313
Sacramento	2032 T7 Public	Aggregated	50 DSL	8880.208	1105.005
Sacramento	2032 T7 Public	Aggregated	55 DSL	8861.391	1122.769
Sacramento	2032 T7 Public	Aggregated	60 DSL	10390.06	1178.112
Sacramento	2032 T7 Public	Aggregated	65 DSL	4644.592	1269.128
Sacramento	2032 T7 Public	Aggregated	70 DSL	2534.553	1269.128

Sacramento	2032 T7 Public	Aggregated	75 DSL	740.382	1269.128
Sacramento	2032 T7 Public	Aggregated	80 DSL	0	0
Sacramento	2032 T7 Public	Aggregated	85 DSL	0	0
Sacramento	2032 T7 Public	Aggregated	90 DSL	0	0
Sacramento	2032 T7 Single	Aggregated	5 DSL	2278.742	3017.461
Sacramento	2032 T7 Single	Aggregated	10 DSL	5309.665	2494.799
Sacramento	2032 T7 Single	Aggregated	15 DSL	6603.188	1963.198
Sacramento	2032 T7 Single	Aggregated	20 DSL	8436.533	1676.54
Sacramento	2032 T7 Single	Aggregated	25 DSL	11597.46	1463.09
Sacramento	2032 T7 Single	Aggregated	30 DSL	14620.25	1285.378
Sacramento	2032 T7 Single	Aggregated	35 DSL	12600.96	1148.867
Sacramento	2032 T7 Single	Aggregated	40 DSL	8070.119	1053.555
Sacramento	2032 T7 Single	Aggregated	45 DSL	6467.088	999.4423
Sacramento	2032 T7 Single	Aggregated	50 DSL	15287.74	986.5296
Sacramento	2032 T7 Single	Aggregated	55 DSL	39352.95	1014.817
Sacramento	2032 T7 Single	Aggregated	60 DSL	28374.73	1084.303
Sacramento	2032 T7 Single	Aggregated	65 DSL	9073.009	1194.989
Sacramento	2032 T7 Single	Aggregated	70 DSL	792.0064	1194.989
Sacramento	2032 T7 Single	Aggregated	75 DSL	29.31285	1194.989
Sacramento	2032 T7 Single	Aggregated	80 DSL	0	0
Sacramento	2032 T7 Single	Aggregated	85 DSL	0	0
Sacramento	2032 T7 Single	Aggregated	90 DSL	0	0
Sacramento	2032 T7 single construction	Aggregated	5 DSL	4089.017	3135.564
Sacramento	2032 T7 single construction	Aggregated	10 DSL	2812.573	2594.214
Sacramento	2032 T7 single construction	Aggregated	15 DSL	597.4775	2042.148
Sacramento	2032 T7 single construction	Aggregated	20 DSL	595.1982	1743.468
Sacramento	2032 T7 single construction	Aggregated	25 DSL	802.8025	1521.839
Sacramento	2032 T7 single construction	Aggregated	30 DSL	963.7344	1337.728
Sacramento	2032 T7 single construction	Aggregated	35 DSL	1244.565	1196.262
Sacramento	2032 T7 single construction	Aggregated	40 DSL	1595.724	1097.433
Sacramento	2032 T7 single construction	Aggregated	45 DSL	1938.927	1041.236
Sacramento	2032 T7 single construction	Aggregated	50 DSL	1948.454	1027.67
Sacramento	2032 T7 single construction	Aggregated	55 DSL	2377.285	1056.732
Sacramento	2032 T7 single construction	Aggregated	60 DSL	8725.697	1128.388
Sacramento	2032 T7 single construction	Aggregated	65 DSL	4278.011	1242.568
Sacramento	2032 T7 single construction	Aggregated	70 DSL	955.1502	1242.568
Sacramento	2032 T7 single construction	Aggregated	75 DSL	757.837	1242.568
Sacramento	2032 T7 single construction	Aggregated	80 DSL	0	0
Sacramento	2032 T7 single construction	Aggregated	85 DSL	0	0
Sacramento	2032 T7 single construction	Aggregated	90 DSL	0	0
Sacramento	2032 T7 SWCV	Aggregated	5 DSL	585.737	6966.094
Sacramento	2032 T7 SWCV	Aggregated	10 DSL	1531.402	5894.088
Sacramento	2032 T7 SWCV	Aggregated	15 DSL	1638.751	4698.937
Sacramento	2032 T7 SWCV	Aggregated	20 DSL	1377.002	3983.675
Sacramento	2032 T7 SWCV	Aggregated	25 DSL	1671.937	3505.082
Sacramento	2032 T7 SWCV	Aggregated	30 DSL	1739.444	3136.153
Sacramento	2032 T7 SWCV	Aggregated	35 DSL	1894.377	2850.108
Sacramento	2032 T7 SWCV	Aggregated	40 DSL	2076.385	2645.677
Sacramento	2032 T7 SWCV	Aggregated	45 DSL	2297.569	2522.115
Sacramento	2032 T7 SWCV	Aggregated	50 DSL	2126.151	2478.969
Sacramento	2032 T7 SWCV	Aggregated	55 DSL	1693.604	2515.963
Sacramento	2032 T7 SWCV	Aggregated	60 DSL	2449.23	2631.956
Sacramento	2032 T7 SWCV	Aggregated	65 DSL	468.3408	2822.006

Sacramento	2032 T7 SWCV	Aggregated	70 DSL	0	0
Sacramento	2032 T7 SWCV	Aggregated	75 DSL	0	0
Sacramento	2032 T7 SWCV	Aggregated	80 DSL	0	0
Sacramento	2032 T7 SWCV	Aggregated	85 DSL	0	0
Sacramento	2032 T7 SWCV	Aggregated	90 DSL	0	0
Sacramento	2032 T7 SWCV	Aggregate	5 Natural Ga	413.2911	4758.184
Sacramento	2032 T7 SWCV	Aggregate	10 Natural Ga	1080.544	4222.745
Sacramento	2032 T7 SWCV	Aggregate	15 Natural Ga	1156.289	3543.536
Sacramento	2032 T7 SWCV	Aggregate	20 Natural Ga	971.6011	3093.49
Sacramento	2032 T7 SWCV	Aggregate	25 Natural Ga	1179.705	2850.57
Sacramento	2032 T7 SWCV	Aggregate	30 Natural Ga	1227.337	2695.128
Sacramento	2032 T7 SWCV	Aggregate	35 Natural Ga	1336.657	2572.111
Sacramento	2032 T7 SWCV	Aggregate	40 Natural Ga	1465.08	2471.295
Sacramento	2032 T7 SWCV	Aggregate	45 Natural Ga	1621.145	2386.596
Sacramento	2032 T7 SWCV	Aggregate	50 Natural Ga	1500.194	2314.124
Sacramento	2032 T7 SWCV	Aggregate	55 Natural Ga	1194.993	2251.251
Sacramento	2032 T7 SWCV	Aggregate	60 Natural Ga	1728.157	2222.813
Sacramento	2032 T7 SWCV	Aggregate	65 Natural Ga	330.4574	2222.813
Sacramento	2032 T7 SWCV	Aggregate	70 Natural Ga	0	0
Sacramento	2032 T7 SWCV	Aggregate	75 Natural Ga	0	0
Sacramento	2032 T7 SWCV	Aggregate	80 Natural Ga	0	0
Sacramento	2032 T7 SWCV	Aggregate	85 Natural Ga	0	0
Sacramento	2032 T7 SWCV	Aggregate	90 Natural Ga	0	0
Sacramento	2032 T7 tractor	Aggregated	5 DSL	529.3237	2831.368
Sacramento	2032 T7 tractor	Aggregated	10 DSL	1130.45	2340.939
Sacramento	2032 T7 tractor	Aggregated	15 DSL	1441.363	1842.123
Sacramento	2032 T7 tractor	Aggregated	20 DSL	1646.92	1573.144
Sacramento	2032 T7 tractor	Aggregated	25 DSL	2003.309	1372.858
Sacramento	2032 T7 tractor	Aggregated	30 DSL	2530.149	1203.425
Sacramento	2032 T7 tractor	Aggregated	35 DSL	2951.105	1073.221
Sacramento	2032 T7 tractor	Aggregated	40 DSL	3695.922	981.9874
Sacramento	2032 T7 tractor	Aggregated	45 DSL	4356.026	929.4662
Sacramento	2032 T7 tractor	Aggregated	50 DSL	6617.946	915.3999
Sacramento	2032 T7 tractor	Aggregated	55 DSL	14857.56	941.6474
Sacramento	2032 T7 tractor	Aggregated	60 DSL	46777.29	1006.124
Sacramento	2032 T7 tractor	Aggregated	65 DSL	32339.13	1108.83
Sacramento	2032 T7 tractor	Aggregated	70 DSL	9767.947	1108.83
Sacramento	2032 T7 tractor	Aggregated	75 DSL	497.7481	1108.83
Sacramento	2032 T7 tractor	Aggregated	80 DSL	0	0
Sacramento	2032 T7 tractor	Aggregated	85 DSL	0	0
Sacramento	2032 T7 tractor	Aggregated	90 DSL	0	0
Sacramento	2032 T7 tractor construction	Aggregated	5 DSL	3373.079	3131.342
Sacramento	2032 T7 tractor construction	Aggregated	10 DSL	2320.125	2589.484
Sacramento	2032 T7 tractor construction	Aggregated	15 DSL	492.8663	2037.957
Sacramento	2032 T7 tractor construction	Aggregated	20 DSL	490.9861	1740.284
Sacramento	2032 T7 tractor construction	Aggregated	25 DSL	662.2414	1518.835
Sacramento	2032 T7 tractor construction	Aggregated	30 DSL	794.996	1334.576
Sacramento	2032 T7 tractor construction	Aggregated	35 DSL	1026.657	1193.025
Sacramento	2032 T7 tractor construction	Aggregated	40 DSL	1316.332	1094.175
Sacramento	2032 T7 tractor construction	Aggregated	45 DSL	1599.444	1038.022
Sacramento	2032 T7 tractor construction	Aggregated	50 DSL	1607.303	1024.566
Sacramento	2032 T7 tractor construction	Aggregated	55 DSL	1961.051	1053.803
Sacramento	2032 T7 tractor construction	Aggregated	60 DSL	7197.932	1125.735



Sacramento	2032 T7 tractor construction	Aggregated	65 DSL	3528.983	1240.341
Sacramento	2032 T7 tractor construction	Aggregated	70 DSL	787.9148	1240.341
Sacramento	2032 T7 tractor construction	Aggregated	75 DSL	625.1488	1240.341
Sacramento	2032 T7 tractor construction	Aggregated	80 DSL	0	0
Sacramento	2032 T7 tractor construction	Aggregated	85 DSL	0	0
Sacramento	2032 T7 tractor construction	Aggregated	90 DSL	0	0
Sacramento	2032 T7 utility	Aggregated	5 DSL	7.349389	3301.932
Sacramento	2032 T7 utility	Aggregated	10 DSL	28.89067	2729.995
Sacramento	2032 T7 utility	Aggregated	15 DSL	28.46222	2148.278
Sacramento	2032 T7 utility	Aggregated	20 DSL	22.28189	1834.595
Sacramento	2032 T7 utility	Aggregated	25 DSL	27.19757	1601.022
Sacramento	2032 T7 utility	Aggregated	30 DSL	35.85921	1406.557
Sacramento	2032 T7 utility	Aggregated	35 DSL	44.34795	1257.176
Sacramento	2032 T7 utility	Aggregated	40 DSL	61.02344	1152.878
Sacramento	2032 T7 utility	Aggregated	45 DSL	61.18586	1093.664
Sacramento	2032 T7 utility	Aggregated	50 DSL	58.61003	1079.534
Sacramento	2032 T7 utility	Aggregated	55 DSL	91.54446	1110.488
Sacramento	2032 T7 utility	Aggregated	60 DSL	68.85102	1186.526
Sacramento	2032 T7 utility	Aggregated	65 DSL	0.668005	1307.647
Sacramento	2032 T7 utility	Aggregated	70 DSL	0.001174	1307.647
Sacramento	2032 T7 utility	Aggregated	75 DSL	0	0
Sacramento	2032 T7 utility	Aggregated	80 DSL	0	0
Sacramento	2032 T7 utility	Aggregated	85 DSL	0	0
Sacramento	2032 T7 utility	Aggregated	90 DSL	0	0
Sacramento	2032 T7IS	Aggregated	5 GAS	2.34244	3880.476
Sacramento	2032 T7IS	Aggregated	10 GAS	11.44871	3156.894
Sacramento	2032 T7IS	Aggregated	15 GAS	12.485	2588.09
Sacramento	2032 T7IS	Aggregated	20 GAS	21.33666	2156.403
Sacramento	2032 T7IS	Aggregated	25 GAS	27.8457	1846.969
Sacramento	2032 T7IS	Aggregated	30 GAS	50.85147	1640.655
Sacramento	2032 T7IS	Aggregated	35 GAS	90.44616	1520.564
Sacramento	2032 T7IS	Aggregated	40 GAS	78.84407	1469.724
Sacramento	2032 T7IS	Aggregated	45 GAS	83.42544	1471.267
Sacramento	2032 T7IS	Aggregated	50 GAS	87.28664	1510.273
Sacramento	2032 T7IS	Aggregated	55 GAS	128.1303	1568.2
Sacramento	2032 T7IS	Aggregated	60 GAS	31.62278	1627.892
Sacramento	2032 T7IS	Aggregated	65 GAS	16.94916	1674.502
Sacramento	2032 UBUS	Aggregated	5 DSL	0	0
Sacramento	2032 UBUS	Aggregated	10 DSL	0	0
Sacramento	2032 UBUS	Aggregated	15 DSL	0	0
Sacramento	2032 UBUS	Aggregated	20 DSL	0	0
Sacramento	2032 UBUS	Aggregated	25 DSL	0	0
Sacramento	2032 UBUS	Aggregated	30 DSL	0	0
Sacramento	2032 UBUS	Aggregated	35 DSL	0	0
Sacramento	2032 UBUS	Aggregated	40 DSL	0	0
Sacramento	2032 UBUS	Aggregated	45 DSL	0	0
Sacramento	2032 UBUS	Aggregated	50 DSL	0	0
Sacramento	2032 UBUS	Aggregated	55 DSL	0	0
Sacramento	2032 UBUS	Aggregated	60 DSL	0	0
Sacramento	2032 UBUS	Aggregated	65 DSL	0	0
Sacramento	2032 UBUS	Aggregated	5 GAS	330.8708	3267.563
Sacramento	2032 UBUS	Aggregated	10 GAS	1095.004	2653.576
Sacramento	2032 UBUS	Aggregated	15 GAS	1869.245	2168.321

Sacramento	2032	UBUS	Aggregated	20 GAS	16259.77	1807.906
Sacramento	2032	UBUS	Aggregated	25 GAS	209.8531	1502.549
Sacramento	2032	UBUS	Aggregated	30 GAS	217.8832	1336.99
Sacramento	2032	UBUS	Aggregated	35 GAS	269.011	1263.494
Sacramento	2032	UBUS	Aggregated	40 GAS	354.3347	1229.09
Sacramento	2032	UBUS	Aggregated	45 GAS	298.081	1230.983
Sacramento	2032	UBUS	Aggregated	50 GAS	290.7516	1247.956
Sacramento	2032	UBUS	Aggregated	55 GAS	472.8345	1320.032
Sacramento	2032	UBUS	Aggregated	60 GAS	711.0682	1377.398
Sacramento	2032	UBUS	Aggregated	65 GAS	107.0143	1419.464
Sacramento	2032	UBUS	Aggregate	70 Gasoline	0	0
Sacramento	2032	UBUS	Aggregate	75 Gasoline	0	0
Sacramento	2032	UBUS	Aggregate	80 Gasoline	0	0
Sacramento	2032	UBUS	Aggregate	85 Gasoline	0	0
Sacramento	2032	UBUS	Aggregate	90 Gasoline	0	0
Sacramento	2032	UBUS	Aggregate	5 Natural Ga	892.9721	2847.558
Sacramento	2032	UBUS	Aggregate	10 Natural Ga	2957.876	2448.075
Sacramento	2032	UBUS	Aggregate	15 Natural Ga	5039.695	2214.392
Sacramento	2032	UBUS	Aggregate	20 Natural Ga	44150.22	2048.591
Sacramento	2032	UBUS	Aggregate	25 Natural Ga	533.2676	1919.986
Sacramento	2032	UBUS	Aggregate	30 Natural Ga	557.4059	1814.908
Sacramento	2032	UBUS	Aggregate	35 Natural Ga	720.3479	1726.066
Sacramento	2032	UBUS	Aggregate	40 Natural Ga	959.7122	1649.108
Sacramento	2032	UBUS	Aggregate	45 Natural Ga	803.674	1581.225
Sacramento	2032	UBUS	Aggregate	50 Natural Ga	756.3513	1520.503
Sacramento	2032	UBUS	Aggregate	55 Natural Ga	1276.868	1465.572
Sacramento	2032	UBUS	Aggregate	60 Natural Ga	1932.717	1415.425
Sacramento	2032	UBUS	Aggregate	65 Natural Ga	290.8699	1369.294
Sacramento	2032	UBUS	Aggregate	70 Natural Ga	0	0
Sacramento	2032	UBUS	Aggregate	75 Natural Ga	0	0
Sacramento	2032	UBUS	Aggregate	80 Natural Ga	0	0
Sacramento	2032	UBUS	Aggregate	85 Natural Ga	0	0
Sacramento	2032	UBUS	Aggregate	90 Natural Ga	0	0

Vehicle Class	LDA	LDT1	LDT2	LHD1	LHD2	MDV	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Avg. Fleet Mix:	0.551662	0.040953	0.203778	0.021802	0.005583	0.018466	0.022043	0.002076	0.0028	0.006004	0.006004	0.000618	0.000971
Fuel	Gas	Gas	gas	gas	gas	gas	T6 AG DSL	T7 AG DSL	Gas	dsl	gas	gas	dsl

Speed

5	505.5153	594.7913	602.8513	1064.954	1919.225	737.5969	2754.421	4257.219	3453.269	0	539.5827	1661.362	1825.387
10	413.1951	485.6759	492.0215	895.2598	1558.007	601.4694	2277.32	3519.815	2803.343	0	426.7827	1348.668	1657.459
15	337.746	397.0321	402.2479	584.6796	1274.142	491.7516	1792.06	2769.8	2292.634	0	344.0436	1102.94	1360.918
20	280.0811	329.3725	333.7696	498.351	1059.118	408.1548	1530.391	2365.365	1905.781	0	283.9416	916.8086	1116.795
25	239.0312	281.1701	284.9642	441.9899	905.2806	348.5375	1335.548	2064.217	1629.008	0	241.7576	783.6442	1001.719
30	212.1924	249.5862	252.9499	401.3746	803.2847	309.3627	1173.328	1813.491	1445.482	0	213.7886	695.3521	940.2652
35	196.5828	231.2437	234.3705	401.3746	744.6251	286.6606	1048.717	1620.892	1339.918	0	197.1953	644.5741	889.2657
40	189.9626	223.5085	226.557	390.3865	720.8072	277.1655	961.7134	1486.419	1297.026	0	189.759	623.9549	848.7212
45	190.5972	224.2514	227.3072	380.7913	723.3377	278.0902	912.3181	1410.074	1301.525	0	189.3494	626.1389	818.6314
50	196.5981	231.2287	234.336	399.2088	744.5662	286.6159	900.5311	1391.856	1339.648	0	194.1273	644.5072	798.9965
55	204.6361	240.6781	243.9079	417.159	775.1342	298.3315	926.3522	1431.765	1394.595	0	202.2453	670.9646	789.8165
60	211.4077	248.9031	252.3722	0	0	308.9662	989.7815	1529.801	1451.085	0	212.6672	698.1644	791.0913
65	219.5374	258.1704	261.6126	0	0	319.9714	1090.819	1685.964	1495.368	0	223.5485	0	802.8209
70	217.5693	256.5584	260.3318	0	0	319.1373	0	0	0	0	230.1011	0	0

Average Fleet Emissions for use with VMT (Below)

Speed

5	278.8736	24.35849	122.8478	23.21812	10.71503	13.62046	60.71569	8.837987	9.669152	0	3.239655	1.026722	1.772451	558.8952
10	227.944	19.88989	100.2632	19.51845	8.698354	11.10673	50.19897	7.307136	7.849359	0	2.562403	0.833477	1.609393	457.7813
15	186.3216	16.25966	81.96928	12.74718	7.113536	9.080686	39.50239	5.750104	6.419375	0	2.065638	0.681617	1.321451	369.2325
20	154.5101	13.48879	68.01491	10.86505	5.913054	7.536986	33.73442	4.910498	5.336187	0	1.704785	0.566588	1.084408	307.6658
25	131.8645	11.51476	58.06944	9.636264	5.054182	6.436094	29.43949	4.285314	4.561222	0	1.451513	0.484292	0.97267	263.7697
30	117.0585	10.2213	51.54562	8.750769	4.484738	5.712692	25.86368	3.764806	4.047351	0	1.283586	0.429728	0.912997	234.0758
35	108.4473	9.470124	47.75956	8.750769	4.157242	5.293475	23.11686	3.364971	3.75177	0	1.18396	0.398347	0.863477	216.5578
40	104.7951	9.153342	46.16734	8.511206	4.024266	5.118138	21.19905	3.085807	3.631674	0	1.139313	0.385604	0.824108	208.035
45	105.1452	9.183766	46.3202	8.302012	4.038394	5.135214	20.11023	2.927314	3.64427	0	1.136854	0.386954	0.794891	207.1253
50	108.4557	9.469507	47.75252	8.70355	4.156913	5.29265	19.85041	2.889494	3.751013	0	1.165541	0.398305	0.775826	212.6614
55	112.8899	9.85649	49.70307	9.094901	4.327574	5.50899	20.41958	2.972345	3.904866	0	1.214281	0.414656	0.766912	221.0736
60	116.6256	10.19333	51.42791	0	0	5.705369	21.81775	3.175868	4.063039	0	1.276854	0.431466	0.76815	215.4853
65	121.1105	10.57285	53.31089	0	0	5.908592	24.04492	3.500062	4.187031	0	1.342185	0	0.779539	224.7565
70	120.0247	10.50684	53.04989	0	0	5.89319	0	0	0	0	1.381527	0	0	190.8561

## NewBridge Specific Plan - Transportation GHG Emissions Calculations

### CO<sub>2</sub> Emission Rates Per Speed Bin (AVERAGE ALL FLEET MIX)

Based on EMFAC 2017 data for:  
2032 Estimated Annual Emission Rates  
EMFAC 2011 Vehicle Categories  
Sacramento COUNTY

<b>Speed (miles/hr)</b>	<b>CO<sub>2</sub> Emission Rate for AVG Total Fleet Mix (gms/mile)</b>
5	558.8952163
10	457.7813277
15	369.2325405
20	307.6657824
25	263.7696856
30	234.075779
35	216.5578326
40	208.0349842
45	207.1253319
50	212.661401
55	221.073609
60	215.4853279
65	224.7565305
70	190.8561488

**NewBridge Project VMT by Speed Bin**

**Proposed Project Anticipated 2032 GHG Emissions**

**Project Related 2032 VMT Calculations**

Existing Year = 2013

Cumulative Year = 2035

**Freeways & Rural**

Speed Bin	Existing (2013)	Existing Proposed Project Only with 2.4% VMT reduction (Daily VMT)	Existing Proposed Project Only with 2.4% VMT reduction (Annual VMT)	Cumulative Newbridge Only with 2.4% VMT reduction (Daily VMT)	Cumulative Newbridge Only with 2.4% VMT reduction (Annual VMT)	Change in Annual VMT from 2013 to 2035	AVG Change in VMT per year	2030 Proposed Project Only (Annual VMT)
0.00-7.50	10046.85	506.09504	161950.4128	26.47888	8473.2416	-153477.1712	-6976.235055	29401.94676
7.51-12.50	51967.79	-2921.39248	-934845.5936	-2084.6384	-667084.288	267761.3056	12170.96844	-703597.1933
12.51-17.50	168549.33	4614.5768	1476664.576	4840.35488	1548913.562	72248.9856	3284.0448	1539061.427
17.51-22.50	562900.12	1230.22848	393673.1136	-259.06944	-82902.2208	-476575.3344	-21662.5152	-17914.6752
22.51-27.50	256505.37	12739.2888	4076572.416	-11261.7712	-3603766.784	-7680339.2	-349106.3273	-2556447.802
27.51-32.50	477213.96	-2008.4128	-642692.096	15153.98112	4849273.958	5491966.054	249634.8207	4100369.496
32.51-37.50	1529934.42	-12704.70912	-4065506.918	12967.0872	4149467.904	8214974.822	373407.9465	3029244.065
37.51-42.50	2041619.48	134095.1971	42910463.08	-39229.2464	-12553358.85	-55463821.93	-2521082.815	-4990110.403
42.51-47.60	3993005.98	-61582.84768	-19706511.26	86532.92128	27690534.81	47397046.07	2154411.185	21227301.25
47.61-52.50	4912198.66	-11529.64416	-3689486.131	54013.33328	17284266.65	20973752.78	953352.3991	14424209.45
52.51-57.50	10794299.19	96413.97456	30852471.86	5147.3752	1647160.064	-29205311.8	-1327514.173	5629702.582
57.51-62.50	7251824.32	-57077.67072	-18264854.63	-66398.7928	-21247613.7	-2982759.066	-135579.9575	-20840873.82
62.51-67.50	575246.8	512.21456	163908.6592	5138.26912	1644246.118	1480337.459	67288.06633	1442381.919
67.51-72.50	1118171.62	-251.92512	-80616.0384	-899.34496	-287790.3872	-207174.3488	-9417.015855	-259539.3396
<b>Total</b>	<b>33,743,483.89</b>	<b>102,034.97</b>	<b>32,651,191.45</b>	<b>63,686.94</b>	<b>20,379,820.08</b>			<b>22,053,188.91</b>

**Urban Streets**

Speed Bin	Existing (2013)	Existing Proposed Project Only with 2.4% VMT reduction (Daily VMT)	Existing Proposed Project Only (Annual VMT)	Cumulative Newbridge Only with 2.4% VMT reduction (Daily VMT)	Cumulative Newbridge Only (Annual VMT)	Change in Annual VMT from 2013 to 2035	AVG Change in VMT per year	2030 Proposed Project Only (Annual VMT)
0.00-7.50	69678.62	249471.8464	255606.4	-6802.04656	-2176654.899	-2432261.299	-110557.3318	-1844982.904
7.51-12.50	131348.19	1276567.398	1307958.4	3648.69792	1167583.334	-140375.0656	-6380.6848	1186725.389
12.51-17.50	431130.92	3237965.107	3317587.2	-13848.86416	-4431636.531	-7749223.731	-352237.4423	-3374924.204
17.51-22.50	5339610.49	8560016.589	8770508.8	66106.89072	21154205.03	12383696.23	562895.2832	19465519.18
22.51-27.50	2305742.91	9346994.278	9576838.4	67537.89216	21612125.49	12035287.09	547058.5041	19970949.98
27.51-32.50	3336166.36	14678908.83	15039865.6	5855.32656	1873704.499	-13166161.1	-598461.8682	3669090.104
32.51-37.50	5590527.73	9840612.915	10082595.2	36007.58752	11522428.01	1439832.806	65446.94575	11326087.17
37.51-42.50	4669207.62	15396026.78	15774617.6	64442.4984	20621599.49	4846981.888	220317.3585	19960647.41
42.51-47.60	1354383.34	-1741415.117	-1784236.8	-25797.28064	-8255129.805	-6470893.005	-294131.5002	-7372735.304

47.61-52.50	560557.22	327633.0496	335689.6	-22510.00528	-7203201.69	-7538891.29	-342676.8768	-6175171.059
52.51-57.50	163153.99	206377.9328	211452.8	2413.04288	772173.7216	560720.9216	25487.31462	695711.7777
57.51-62.50	3855.67	23851.8784	24438.4	195.71728	62629.5296	38191.1296	1735.960436	57421.64829
62.51-67.50	860.17	-37400.32	-38320	-7.49568	-2398.6176	35921.3824	1632.790109	-7296.987927
67.51-72.50	0	0	0	0	0	0	0	0
<b>Total</b>	<b>23,956,223.23</b>	<b>61,365,611.16</b>	<b>62,874,601.60</b>	<b>177,241.96</b>	<b>56,717,427.56</b>			<b>57,557,042.20</b>

**Project-Related 2032 Emissions Calculations**

Note: conversion from grams to metric tonnes =

1,000,000 gms/MT

*Freeways & Rural*

Speed (miles/hr)	2032 Newbridge Adjusted (Annual VMT)	Annual 2032 CO <sub>2</sub> Emission Rate for AVG Total Fleet Mix (gms/mile)	Annual 2032 CO <sub>2</sub> Emissions (gms)	TOTAL ANNUAL 2032 GHG EMISSIONS (MTCO <sub>2</sub> e/yr)
5	34,870.23	558.8952163	19,488,807.34	19.49
10	-678,616.13	457.7813277	-310,657,792.47	-310.66
15	1,477,559.24	369.2325405	545,562,951.45	545.56
20	-18,044.87	307.6657824	-5,551,789.79	-5.55
25	-2,568,259.27	263.7696856	-677,428,940.59	-677.43
30	4,600,754.64	234.075779	1,076,925,226.12	1,076.93
35	2,962,329.41	216.5578326	641,515,635.62	641.52
40	-5,279,484.25	208.0349842	-1,098,317,421.62	-1,098.32
45	20,652,537.18	207.1253319	4,277,663,618.29	4,277.66
50	14,502,356.28	212.661401	3,084,091,405.74	3,084.09
55	5,650,138.64	221.073609	1,249,096,539.52	1,249.10
60	-20,455,294.13	215.4853279	-4,407,815,761.68	-4,407.82
65	1,437,964.82	224.7565305	323,191,984.37	323.19
70	-258,765.57	190.8561488	-49,387,000.45	-49.39
<b>TOTAL</b>	<b>22,060,046.22</b>			<b>4,668.38</b>

*Urban Streets*

Speed (miles/hr)	2032 Newbridge Adjusted (Annual VMT)	Annual 2032 CO <sub>2</sub> Emission Rate for AVG Total Fleet Mix (gms/mile)	Annual 2032 CO <sub>2</sub> Emissions (gms)	TOTAL ANNUAL 2032 GHG EMISSIONS (MTCO <sub>2</sub> e/yr)
5	-1,854,106.56	558.8952163	-1,036,251,289.49	-1,036.25
10	1,367,388.27	457.7813277	625,964,817.71	625.96
15	-3,729,132.62	369.2325405	-1,376,917,110.09	-1,376.92
20	20,039,650.45	307.6657824	6,165,514,733.83	6,165.51
25	21,825,038.13	263.7696856	5,756,783,445.37	5,756.78
30	3,941,936.47	234.0757790	922,711,849.76	922.71
35	11,898,179.08	216.5578326	2,576,643,872.22	2,576.64
40	20,955,163.96	208.0349842	4,359,407,203.44	4,359.41

45	-7,670,113.89	207.1253319	-1,588,674,885.27	-1,588.67
50	-6,071,206.11	212.6614010	-1,291,111,197.05	-1,291.11
55	666,481.35	221.0736090	147,341,436.70	147.34
60	59,062.52	215.4853279	12,727,106.35	12.73
65	-7,066.97	224.7565305	-1,588,348.74	-1.59
70	0.00	190.8561488	0.00	0.00
<b>TOTAL</b>	<b>61,421,274.07</b>			15,272.55
<b>TOTAL PROPOSED PROJECT ANNUAL 2032 GHG EMISSIONS =</b>				<b>19,940.93</b>
Total Project Population for project =				8,118.00
<b>TOTAL PER CAPITA TRANSPORTATION GHG EMISSIONS =</b>				<b>2.46</b>

Source: EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: County

Region: Sacramento

Calendar Year: 2032

Season: Annual

Vehicle Classification: EMFAC2011 Categories

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

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips
Sacramento	2032	All Other B	Aggregate	Aggregate	Diesel	453.9492	21332.33	3813.173
Sacramento	2032	LDA	Aggregate	Aggregate	Diesel	8457.614	285730.3	40007.17
Sacramento	2032	LDT1	Aggregate	Aggregate	Diesel	55.29206	836.4965	195.5085
Sacramento	2032	LDT2	Aggregate	Aggregate	Diesel	2145.692	72079.87	10170.68
Sacramento	2032	LHD1	Aggregate	Aggregate	Diesel	13629.03	436851.8	171436
Sacramento	2032	LHD2	Aggregate	Aggregate	Diesel	5231.964	165986.1	65811.53
Sacramento	2032	MDV	Aggregate	Aggregate	Diesel	4835.632	156787.4	22733.9
Sacramento	2032	MH	Aggregate	Aggregate	Diesel	1120.342	9158.286	112.0342
Sacramento	2032	Motor Coach	Aggregate	Aggregate	Diesel	136.461	15942.72	1992.331
Sacramento	2032	PTO	Aggregate	Aggregate	Diesel	0	33535.95	0
Sacramento	2032	SBUS	Aggregate	Aggregate	Diesel	896.5859	28029.63	10346.48
Sacramento	2032	T6 Ag	Aggregate	Aggregate	Diesel	12.16536	46.78402	53.52759
Sacramento	2032	T6 CAIRP h	Aggregate	Aggregate	Diesel	142.0029	24801.48	2073.243
Sacramento	2032	T6 CAIRP sr	Aggregate	Aggregate	Diesel	81.07014	3677.271	1183.624
Sacramento	2032	T6 instate c	Aggregate	Aggregate	Diesel	305.1282	18901.58	1379.473
Sacramento	2032	T6 instate c	Aggregate	Aggregate	Diesel	2807.277	138668.3	12691.59
Sacramento	2032	T6 instate f	Aggregate	Aggregate	Diesel	2071.447	213871.2	23904.21
Sacramento	2032	T6 instate s	Aggregate	Aggregate	Diesel	6207.995	274504.7	71639.41
Sacramento	2032	T6 OOS hez	Aggregate	Aggregate	Diesel	78.61703	13791.16	1147.809
Sacramento	2032	T6 OOS sm	Aggregate	Aggregate	Diesel	43.11717	1940.561	629.5107
Sacramento	2032	T6 Public	Aggregate	Aggregate	Diesel	4723.329	73683.87	14327.43
Sacramento	2032	T6 utility	Aggregate	Aggregate	Diesel	189.7028	3159.648	2181.582
Sacramento	2032	T7 Ag	Aggregate	Aggregate	Diesel	13.85157	39.53865	60.94689
Sacramento	2032	T7 CAIRP	Aggregate	Aggregate	Diesel	846.9839	174865	12365.96
Sacramento	2032	T7 CAIRP c	Aggregate	Aggregate	Diesel	73.59225	13577.17	332.7077
Sacramento	2032	T7 NNOOS	Aggregate	Aggregate	Diesel	1209.959	213184.1	17665.41
Sacramento	2032	T7 NOOS	Aggregate	Aggregate	Diesel	337.4504	68710.71	4926.776
Sacramento	2032	T7 other pc	Aggregate	Aggregate	Diesel	12.38678	2109.621	94.13956
Sacramento	2032	T7 POAK	Aggregate	Aggregate	Diesel	56.15151	8402.318	426.7515
Sacramento	2032	T7 Public	Aggregate	Aggregate	Diesel	5518.971	111757.4	16740.88
Sacramento	2032	T7 Single	Aggregate	Aggregate	Diesel	2130.552	168893.7	24586.28
Sacramento	2032	T7 single cc	Aggregate	Aggregate	Diesel	464.7837	33682.45	2101.269
Sacramento	2032	T7 SWCV	Aggregate	Aggregate	Diesel	528.4934	21549.93	2061.124
Sacramento	2032	T7 tractor	Aggregate	Aggregate	Diesel	1118.228	131142.2	14201.5
Sacramento	2032	T7 tractor c	Aggregate	Aggregate	Diesel	386.7455	27785.06	1748.462
Sacramento	2032	T7 utility	Aggregate	Aggregate	Diesel	26.46806	536.2729	304.3827
Sacramento	2032	UBUS	Aggregate	Aggregate	Diesel	0	0	0
Sacramento	2032	LDA	Aggregate	Aggregate	Electricity	35718.83	1348420	173008



Sacramento	2032 LDT1	Aggregate	Aggregate	Electricity	1917.862	73359.57	9324.785
Sacramento	2032 LDT2	Aggregate	Aggregate	Electricity	7437.202	196353.7	36142.5
Sacramento	2032 MDV	Aggregate	Aggregate	Electricity	5037.369	134973.2	24601.79
Sacramento	2032 LDA	Aggregate	Aggregate	Gasoline	737726.1	23897710	3437418
Sacramento	2032 LDT1	Aggregate	Aggregate	Gasoline	75467.35	2318606	344992.4
Sacramento	2032 LDT2	Aggregate	Aggregate	Gasoline	241326.4	7516759	1110295
Sacramento	2032 LHD1	Aggregate	Aggregate	Gasoline	14158.41	443791.7	210939.2
Sacramento	2032 LHD2	Aggregate	Aggregate	Gasoline	2097.473	66406.17	31249.22
Sacramento	2032 MCY	Aggregate	Aggregate	Gasoline	33669.86	204696.6	67339.73
Sacramento	2032 MDV	Aggregate	Aggregate	Gasoline	155748	4626377	707702.6
Sacramento	2032 MH	Aggregate	Aggregate	Gasoline	2319.082	20910.74	232.0009
Sacramento	2032 OBUS	Aggregate	Aggregate	Gasoline	471.5508	17889.81	9434.789
Sacramento	2032 SBUS	Aggregate	Aggregate	Gasoline	212.8299	9476.978	851.3195
Sacramento	2032 T6TS	Aggregate	Aggregate	Gasoline	1813.206	82076.06	36278.62
Sacramento	2032 T7IS	Aggregate	Aggregate	Gasoline	4.811566	643.0145	96.2698
Sacramento	2032 UBUS	Aggregate	Aggregate	Gasoline	297.8272	22485.72	1191.309
Sacramento	2032 T7 SWCV	Aggregate	Aggregate	Natural Ga:	373.0312	15205.45	1454.822
Sacramento	2032 UBUS	Aggregate	Aggregate	Natural Ga:	637.2659	60871.97	2549.063

44026566 Total Fleetwide VMT

3.98% Percent of Fleet VMT from Electric Vehicles

**NewBridge Project VMT by Speed Bin**

**Proposed Project Anticipated 2032 GHG Emissions With Electric Vehicles**

**Project Related 2032 VMT Calculations**

Existing Year = 2013  
 Cumulative Year = 2035

**Freeways & Rural**

Speed Bin	Existing (2013)	Existing Proposed Project Only with 2.4% VMT reduction (Daily VMT)	Existing Proposed Project Only with 2.4% VMT reduction (Annual VMT)	Cumulative Newbridge Only with 2.4% VMT reduction (Daily VMT)	Cumulative Newbridge Only with 2.4% VMT reduction (Annual VMT)	Change in Annual VMT from 2013 to 2035	AVG Change in VMT per year	2032 Proposed Project Only (Annual VMT)	% Change Due to Jackson Township	2032 Newbridge Adjusted (Annual VMT)	2032 Newbridge Adjusted per COA (Annual VMT)
0.00-7.50	10046.85	506.09504	161950.4128	26.47888	8473.2416	-153477.1712	-6976.235055	29401.94676	18.60%	34870.23466	33481.72643
7.51-12.50	51967.79	-2921.39248	-934845.5936	-2084.6384	-667084.288	267761.3056	12170.96844	-703597.1933	-3.55%	-678616.1289	-705638.1462
12.51-17.50	168549.33	4614.5768	1476664.576	4840.35488	1548913.562	72248.9856	3284.0448	1539061.427	-4.00%	1477559.239	1418723.868
17.51-22.50	562900.12	1230.22848	393673.1136	-259.06944	-82902.2208	-476575.3344	-21662.5152	-17914.6752	0.73%	-18044.87243	-17326.33829
22.51-27.50	256505.37	12739.2888	4076572.416	-11261.7712	-3603766.784	-7680339.2	-349106.3273	-2556447.802	0.46%	-2568259.272	-2670525.551
27.51-32.50	477213.96	-2008.4128	-642692.096	15153.98112	4849273.958	5491966.054	249634.8207	4100369.496	12.20%	4600754.638	4417555.822
32.51-37.50	1529934.42	-12704.70912	-4065506.918	12967.0872	4149467.904	8214974.822	373407.9465	3029244.065	-2.21%	2962329.407	2844371.532
37.51-42.50	2041619.48	134095.1971	42910463.08	-39229.2464	-12553358.85	-55463821.93	-2521082.815	-4990110.403	5.80%	-5279484.245	-5069258.893
42.51-47.60	3993005.98	-61582.84768	-19706511.26	86532.92128	27690534.81	47397046.07	2154411.185	21227301.25	-2.71%	20652537.18	19830167.66
47.61-52.50	4912198.66	-11529.64416	-3689486.131	54013.33328	17284266.65	20973752.78	953352.3991	14424209.45	0.54%	14502356.28	13924882.65
52.51-57.50	10794299.19	96413.97456	30852471.86	5147.3752	1647160.064	-29205311.8	-1327514.173	5629702.582	0.36%	5650138.636	5425154.087
57.51-62.50	7251824.32	-57077.67072	-18264854.63	-66398.7928	-21247613.7	-2982759.066	-135579.9575	-20840873.82	-1.85%	-20455294.13	-21269809.56
62.51-67.50	575246.8	512.21456	163908.6592	5138.26912	1644246.118	1480337.459	67288.06633	1442381.919	-0.31%	1437964.822	1380706.073
67.51-72.50	1118171.62	-251.92512	-899.34496	-899.34496	-287790.3872	-207174.3488	-9417.015855	-259539.3396	-0.30%	-258765.5717	-269069.4349
<b>Total</b>	<b>33,743,483.89</b>	<b>102,034.97</b>	<b>32,651,191.45</b>	<b>63,686.94</b>	<b>20,379,820.08</b>			<b>22,053,188.91</b>	<b>-0.01%</b>	<b>22,050,819.94</b>	<b>19,273,415.50</b>

**Urban Streets**

Speed Bin	Existing (2013)	Existing Proposed Project Only with 2.4% VMT reduction (Daily VMT)	Existing Proposed Project Only (Annual VMT)	Cumulative Newbridge Only with 2.4% VMT reduction (Daily VMT)	Cumulative Newbridge Only (Annual VMT)	Change in Annual VMT from 2013 to 2035	AVG Change in VMT per year	2032 Proposed Project Only (Annual VMT)	% Change Due to Jackson Township	2032 Newbridge Adjusted (Annual VMT)	2032 Newbridge Adjusted per COA (Annual VMT)
0.00-7.50	69678.62	249471.8464	255606.4	-6802.04656	-2176654.899	-2432261.299	-110557.3318	-1844982.904	0.49%	-1854106.565	-1927935.785
7.51-12.50	131348.19	1276567.398	1307958.4	3648.69792	1167583.334	-140375.0656	-6380.6848	1186725.389	15.22%	1367388.27	1312939.83
12.51-17.50	431130.92	3237965.107	3317587.2	-13848.86416	-4431636.531	-7749223.731	-352237.4423	-3374924.204	10.50%	-3729132.617	-3877624.056
17.51-22.50	5339610.49	8560016.589	8770508.8	66106.89072	21154205.03	12383696.23	562895.2832	19465519.18	2.95%	20039650.45	19241685.65
22.51-27.50	2305742.91	9346994.278	9576838.4	67537.89216	21612125.49	12035287.09	547058.5041	19970949.98	9.28%	21825038.13	20955980.45
27.51-32.50	3336166.36	14678908.83	15039865.6	5855.32656	1873704.499	-13166161.1	-598461.8682	3669090.104	7.44%	3941936.468	3784971.329
32.51-37.50	5590527.73	9840612.915	10082595.2	36007.58752	11522428.01	1439832.806	65446.94575	11326087.17	5.05%	11898179.08	11424401.95
37.51-42.50	4669207.62	15396026.78	15774617.6	64442.4984	20621599.49	4846981.888	220317.3585	19960647.41	4.98%	20955163.96	20120744.06
42.51-47.60	1354383.34	-1741415.117	-1784236.8	-25797.28064	-8255129.805	-6470893.005	-294131.5002	-7372735.304	4.03%	-7670113.889	-7975532.432
47.61-52.50	560557.22	327633.0496	335689.6	-22510.00528	-7203201.69	-7538891.29	-342676.8768	-6175171.059	-1.68%	-6071206.108	-6312957.268
52.51-57.50	163153.99	206377.9328	211452.8	2413.04288	772173.7216	560720.9216	25487.31462	695711.7777	-4.20%	666481.347	639942.5282
57.51-62.50	3855.67	23851.8784	24438.4	195.71728	62629.5296	38191.1296	1735.960436	57421.64829	2.86%	59062.51937	56710.69136
62.51-67.50	860.17	-37400.32	-38320	-7.49568	-2398.6176	35921.3824	1632.790109	-7296.987927	-3.15%	-7066.974795	-7348.376764
67.51-72.50	0	0	0	0	0	0	0	0	0.00%	0	0
<b>Total</b>	<b>23,956,223.23</b>	<b>61,365,611.16</b>	<b>62,874,601.60</b>	<b>177,241.96</b>	<b>56,717,427.56</b>			<b>57,557,042.20</b>	<b>5.09%</b>	<b>60488076.64</b>	<b>57435978.57</b>

**Project-Related 2032 Emissions Calculations**

Note: conversion from grams to metric tonnes = 1,000,000 gms/MT

*Freeways & Rural*

Speed (miles/hr)	2032 Newbridge Adjusted per COA (Annual VMT)	Annual 2032 CO <sub>2</sub> Emission Rate for AVG Total Fleet Mix (gms/mile)	Annual 2032 CO <sub>2</sub> Emissions (gms)	TOTAL ANNUAL 2032 GHG EMISSIONS (MTCO <sub>2</sub> e/yr)
5	33,481.73	558.8952163	18,712,776.73	18.71
10	-705,638.15	457.7813277	-323,027,967.42	-323.03
15	1,418,723.87	369.2325405	523,839,018.19	523.84
20	-17,326.34	307.6657824	-5,330,721.43	-5.33
25	-2,670,525.55	263.7696856	-704,403,684.86	-704.40
30	4,417,555.82	234.075779	1,034,042,820.57	1,034.04
35	2,844,371.53	216.5578326	615,970,933.92	615.97
40	-5,069,258.89	208.0349842	-1,054,583,193.87	-1,054.58
45	19,830,167.66	207.1253319	4,107,330,059.68	4,107.33
50	13,924,882.65	212.661401	2,961,285,053.71	2,961.29
55	5,425,154.09	221.073609	1,199,358,393.28	1,199.36
60	-21,269,809.56	215.4853279	-4,583,331,887.15	-4,583.33
65	1,380,706.07	224.7565305	310,322,706.71	310.32
70	-269,069.43	190.8561488	-51,353,556.10	-51.35
<b>TOTAL</b>				<b>4,048.83</b>

Urban Streets

Speed (miles/hr)	2032 Newbridge Adjusted per COA (Annual VMT)	Annual 2032 CO <sub>2</sub> Emission Rate for AVG Total Fleet Mix (gms/mile)	Annual 2032 CO <sub>2</sub> Emissions (gms)	TOTAL ANNUAL 2032 GHG EMISSIONS (MTCO <sub>2</sub> e/yr)
5	-1,927,935.78	558.8952163	-1,077,514,087.48	-1,077.51
10	1,312,939.83	457.7813277	601,039,338.65	601.04
15	-3,877,624.06	369.2325405	-1,431,744,981.61	-1,431.74
20	19,241,685.65	307.6657824	5,920,008,270.74	5,920.01
25	20,955,980.45	263.7696856	5,527,552,374.89	5,527.55
30	3,784,971.33	234.075779	885,970,112.46	885.97
35	11,424,401.95	216.5578326	2,474,043,724.30	2,474.04
40	20,120,744.06	208.0349842	4,185,818,672.73	4,185.82
45	-7,975,532.43	207.1253319	-1,651,934,802.55	-1,651.93
50	-6,312,957.27	212.661401	-1,342,522,337.42	-1,342.52
55	639,942.53	221.073609	141,474,404.25	141.47
60	56,710.69	215.4853279	12,220,321.92	12.22
65	-7,348.38	224.7565305	-1,651,595.67	-1.65
70	0.00	190.8561488	0.00	0.00
<b>TOTAL</b>				<b>14,242.76</b>
<b>TOTAL PROPOSED PROJECT ANNUAL 2032 GHG EMISSIONS =</b>				<b>18,291.59</b>
Total Project Population for project =				8,118.00
<b>TOTAL PER CAPITA TRANSPORTATION GHG EMISSIONS =</b>				<b>2.25</b>

**APPENDIX C: EMISSIONS ESTIMATION FOR  
EXISTING SACRAMENTO RENDERING COMPANY  
FLEET TRIPS**

Source: EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: Sacramento

Calendar Year: 2020

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX, RESTLOSS and DIURN

Region	CalYr	VehClass	MdYr	Speed	Fuel	VMT	CO2_RUNEX
Sacramento	2017	T6 OOS heavy	Aggregate	Aggregate	DSL	11708.35	940.4660005
Sacramento	2017	T7 CAIRP	Aggregate	Aggregate	DSL	146246.3	1404.604101
Sacramento	2017	T7 NNOOS	Aggregate	Aggregate	DSL	178299.2	1353.811768
Sacramento	2017	T7 NOOS	Aggregate	Aggregate	DSL	57459.39	1404.82691
Sacramento	2017	T7 other port	Aggregate	Aggregate	DSL	1604.083	1862.925333
Sacramento	2017	T7 POAK	Aggregate	Aggregate	DSL	4679.204	1904.910768
Sacramento	2017	T7 Single	Aggregate	Aggregate	DSL	90729.3	1575.055534
					Average		1492.371488
Sacramento	2017	T7IS	Aggregate	Aggregate	GAS	362.9092	2255.784905
Sacramento	2017	T6 CAIRP small	Aggregate	Aggregate	DSL	2968.495	986.2650687
Sacramento	2017	T6TS	Aggregate	Aggregate	GAS	108653.8	1835.053891

**Sacramento Rendering Company**  
**2016 Fleet Mileage**

Note: conversion from grams to metric tonnes = 1,000,000 gms/MT

<b>Unit</b>	<b>Emissions Factor (CO2 gms/mile)</b>	<b>Annual 2020 CO2 Emissions (gms/yr)</b>	<b>Annual 2020 CO2 Emissions (MTCO2e/yr)</b>
S-29	471.661929	6782970.201	6.782970201
K-123	471.661929	27899746.42	27.89974642
K-124	471.661929	33477148.73	33.47714873
K-212	471.661929	10964724.86	10.96472486
K-213	471.661929	10532682.54	10.53268254
P-64	1218.477043	30399783.75	30.39978375
P-171	1301.371336	47221560.3	47.2215603
K-173	1301.371336	59321710.98	59.32171098
P-218	1301.371336	77749129.1	77.7491291
S-141	1218.477043	61444141.85	61.44414185
S-152	1218.477043	40171969.63	40.17196963
S-150	1587.53442	86369810.1	86.3698101
S-160	1587.53442	45708291.01	45.70829101
S-14	1587.53442	706452.8167	0.706452817
K-11	1587.53442	127574266	127.574266
S-17	1587.53442	99341553.84	99.34155384
S-33	1587.53442	96447478.6	96.4474786
P-57	1587.53442	55919312.4	55.9193124
S-147	1587.53442	101594265.2	101.5942652
S-210	1587.53442	57522722.16	57.52272216
S-36	1587.53442	43447642	43.447642
S-161	1587.53442	81315100.51	81.31510051
S-181	1587.53442	30183791.92	30.18379192
S-214	1587.53442	60102465.59	60.10246559
S-19	1587.53442	130746159.7	130.7461597
P-38	1587.53442	110741638.5	110.7416385
S-42	1587.53442	75722216.75	75.72221675
S-45	1587.53442	125442207.2	125.4422072
S-48	1587.53442	28315263.91	28.31526391
S-56	1587.53442	134146658.5	134.1466585
P-59	1587.53442	92404028.43	92.40402843
P-63	1587.53442	120973297.8	120.9732978
S-66	1587.53442	90559313.43	90.55931343
S-100	1587.53442	116444062.1	116.4440621
S-137	1587.53442	51839348.94	51.83934894
S-139	1587.53442	63826821.34	63.82682134
S-140	1587.53442	78632167.34	78.63216734
P-148	1587.53442	102227691.4	102.2276914

P-165	1587.53442	124862757.2	124.8627572
P-177	1587.53442	95763251.26	95.76325126
S-185	1587.53442	141796986.8	141.7969868
S-193	1587.53442	111659233.4	111.6592334
P-193	1587.53442	71959760.17	71.95976017
S-209	1587.53442	62405978.04	62.40597804
P-220S	1587.53442	68333831.56	68.33383156

*SRC Fleet Total Annual Emissions:* 3291.001394

Sacramento Rendering Company Existing Mobile Emissions

<b>Employee Commute Emissions (MT CO<sub>2</sub>e )</b>	<b>Heavy Duty Vehicle Fleet Emission (MT CO<sub>2</sub>e)</b>	<b>Total Mobile Emissions</b>
454.288	3291.001394	3745.28939