Appendix I

Greenhouse Gas Emissions Assessment

Greenhouse Gas Emissions Assessment
Qume and Commerce Project
City of San José, California

Prepared by:

Kimley-Horn and Associates, Inc.
10 S. Almaden Boulevard, Suite 1250
San José, California 95113
Contact: Ms. Noemi Wyss
669.800.4152

June 2022

TABLE OF CONTENTS

LIST OF ABBREVIATED TERMS

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen	California Green Building Standards
CPUC	California Public Utilities Commission
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
CPP	Clean Power Plan
CCSP	Climate Change Scoping Plan
cy	cubic yard
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH_4	Methane
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
$MTCO_2e$	million tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF_3	nitrogen trifluoride
N_2O	nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
Sf	square foot
SF_6	sulfur hexafluoride
TAC	toxic air contaminants

1 INTRODUCTION

This report describes effects of climate change and greenhouse gas (GHG) emissions that would be caused by implementation of the Qume and Commerce Project (project). The study area for climate change and the analysis of GHG emissions is broad because climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the CEQA Guidelines [Section 15064(d)], which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact that may be caused by the project. This report limits discussion to those physical changes to the environment that are not speculative and are reasonably foreseeable.

1.1 PROJECT LOCATION

The proposed project is located at 2222 and 2350 Qume Drive and 2150 Commerce Drive in the City San José. Figure 1: Regional Map and Figure 2: Site Vicinity, depict the project site in a regional and local context. The project site is located in an urban area with a mix of surrounding uses including commercial, office, and industrial uses. The proposed project's existing land use designation is Industrial Park (IP) and existing zoning designation is Industrial Park (IP).

Currently, the project site is developed with an industrial/business park complex containing three buildings comprising 425,433 square feet (sf). Multiple driveways are provided along Qume Drive and Commerce Drive, and surface parking is available throughout the site. Truck access and loading docks are located on the northwestern extent of 2350 Qume Drive and the southwestern extent of 2150 Commerce Drive. There is existing landscaping and trees along all project site boundaries and within parking aisles. The project site also has existing surface lighting.

1.2 PROJECT DESCRIPTION

The proposed project includes approval of a Vesting Tentative Map (VTM) to divide APN 244-15-029, -030, and -003 into four individual parcels. Table 1: Proposed Parcel Summary provides an overview of project parcels.

Table 1: Proposed Parcel Summary

Proposed Project Parcel	Existing APN	Proposed APN	Proposed Acreage
1	244-15-029	244-15-026	15.18
2		244-15-028	9.43
3	244-15-030	244-15-020	4.48
4	244-15-003	244-15-003	3.77

The proposed project would demolish all on site improvements and construct four new industrial warehouse buildings with dock doors and associated site improvements. The proposed buildings would comprise a total of 714,419 sf with a floor area ratio (FAR) of 0.51 and maximum height of 48-feet, see Figure 3: Project Site Plan. Table 2: Building Summary provides an overview of proposed buildings and key components. The project site would be accessed from six driveways along Qume Drive, two driveways along Commerce Drive, and three driveways along McKay Drive. An internal roadway would provide vehicular access between Building 1 and Building 2. Internal access would not be provided to/from Building 3 or Building 4.

Table 2: Proposed Building Summary

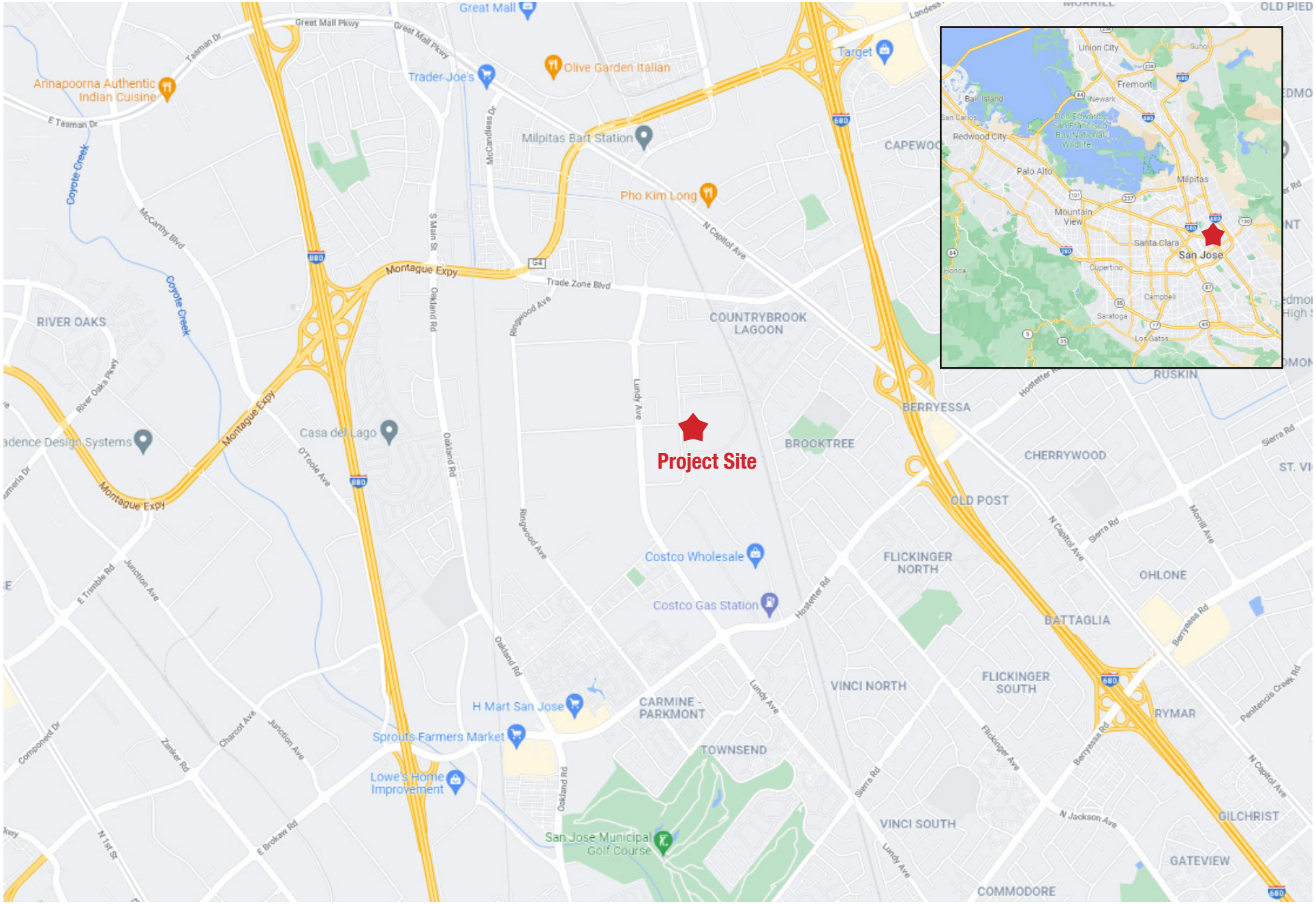
Building	Building Area (sf)	Dock Doors	Trailer Parking	Automobile Parking[1]	Loading Spaces
1	358,180	39	61	156	39
2	202,735	21	27	150	25
3	83,751	10	4	53	10
4	69,825	10	4	53	7
Total	**714,491**	**80**	**96**	**412**	**81**

Notes
[1] Total parking includes ADA accessible, clean air vehicle, EV stalls

The project site has mature landscape vegetation including trees and shrubs along the site boundary. Project implementation would remove existing vegetation on site, including trees. The removed trees would be replaced according to tree replacement ratios required by the City.

Demolition is anticipated to begin in April 2024, followed by site grading in July 2024 and construction in August 2024. Construction is expected to last for approximately 18 months, concluding in September 2025. Project construction and demolition waste would be diverted to exceed City requirements and least 75 percent of construction and demolition waste and 100 percent of metal would be recycled. Operations are anticipated to commence in October 2025.

The project site is designated as Industrial Park (IP) by the General Plan, which allows for warehousing uses. The project site is zoned as Industrial Park (IP). The LI Zoning District also allows for warehouse and distribution facilities.



Source: Google Maps, 2022

Figure 1: Regional Map

Qume & Commerce

Not to scale

Kimley»Horn

Expect More. Experience Better.

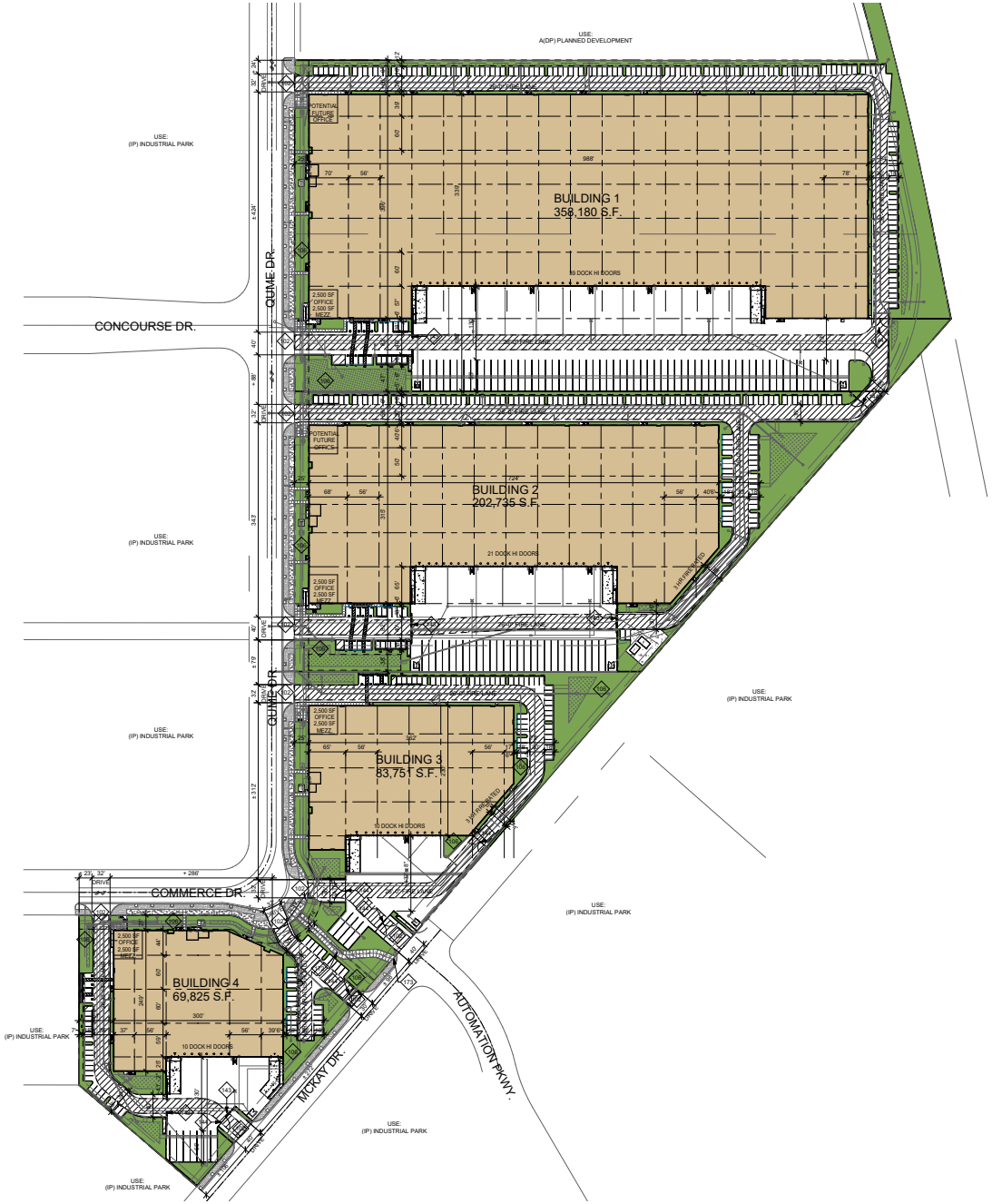
Source: Google Maps, 2022

Figure 2: Site Vicinity

Qume & Commerce

Not to scale

Kimley»Horn
Expect More. Experience Better.



Source: Herdman, 2022

Figure 3: Overall Site Plan

Qume & Commerce

Not to scale

Kimley»Horn

Expect More. Experience Better.

2 ENVIRONMENTAL SETTING

2.1 GREENHOUSE GASES AND CLIMATE CHANGE

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

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

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (Intergovernmental Panel on Climate Change, 2013). Table 3: Description of Greenhouse Gases, describes the primary GHGs attributed to global climate change, including their physical properties.

Table 3: Description of Greenhouse Gases

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

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, April 11, 2018 (https://www.epa.gov/ghgemissions/overview-greenhouse-gases); U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

3 REGULATORY SETTING

3.1 FEDERAL

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

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

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

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

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

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

achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

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

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

In 2018, the EPA stated their intent to halt various Federal regulatory activities to reduce GHG emissions, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. On September 27, 2019, the EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The U.S. EPA is currently reconsidering the SAFE rule.

3.2 STATE OF CALIFORNIA

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2e in the world and produced 440 million gross metric tons of CO_2e in 2015. In the state, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

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

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

Assembly Bill 32 (California Global Warming Solutions Act of 2006). AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan. CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual"). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the state's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.

- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing zero emissions (ZE) buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated considering current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated state-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In January 2017, CARB released the 2017 Climate Change Scoping Plan Update (Second Update) for public review and comment (CARB, 2017). The Second Update sets forth CARB's strategy for achieving the state's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below). The Second Update was approved by CARB's Governing Board on December 14, 2017.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit. Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017b). The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

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

creates specified incentives for the implementation of the strategies. The applicable sustainable community strategy in the Bay Area is Plan Bay Area 2040.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards). AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

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

SB 1078 and SBX1-2 (Renewable Electricity Standards). SB 1078 required California to generate 20 percent of its electricity from renewable energy by 2017. This goal was accelerated with SB 107, which changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SB X1-2 codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015). Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms). Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon

allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans). Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases). Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Orders Related to GHG Emissions

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

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

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

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

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

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

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

on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

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

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

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

California Regulations and Building Codes

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

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

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, residential

dwellings are required to use approximately 53 percent less energy and nonresidential buildings are required to use approximately 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards will continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The new 2019 CALGreen standards require residential buildings are required to be solar ready through solar panels (refer to Section 110.10 in the 2019 Building Energy Efficiency Standards for more details).

3.3 REGIONAL

Bay Area Air Quality Management District Thresholds

The BAAQMD is the regional agency with jurisdiction over the nine-county region located in the Basin. The Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), county transportation agencies, cities and counties, and various nongovernmental organizations also join in the efforts to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs.

Under CEQA, the BAAQMD is a commenting responsible agency on air quality within its jurisdiction or impacting its jurisdiction. The BAAQMD reviews projects to ensure that they would: (1) support the primary goals of the latest Air Quality Plan; (2) include applicable control measures from the Air Quality Plan; and (3) not disrupt or hinder implementation of any Air Quality Plan control measures.

In May 2010, the BAAQMD adopted its updated California Environmental Quality Act (CEQA) Air Quality Guidelines as a guidance document to provide lead government agencies, consultants, and project proponents with uniform procedures for assessing air quality impacts and preparing the air quality sections of environmental documents for projects subject to CEQA. The BAAQMD CEQA Guidelines include methodologies and thresholds for addressing project and program level air quality and GHG emissions. The Guidelines were called into question by an order issued March 5, 2012, in California Building Industry Association (CBIA) v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds. The court also issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. Notably, the court's ruling was based solely on BAAQMD's failure to comply with CEQA. The court did not reach any issues relating to the validity of the scientific reasoning underlying the recommended significance thresholds.

In August 2013, the Appellate Court struck down the lower court's order to set aside the thresholds. CBIA sought review by the California Supreme Court on three issues, including the appellate court's decision to uphold the BAAQMD's adoption of the thresholds, and the Court granted review on just one: Under what circumstances, if any, does CEQA require an analysis of how existing environmental conditions will impact future residents or users of a proposed project? In December 2015, the California Supreme Court confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion. The BAAQMD is currently working to revise any outdated information in the Guidelines as part of its update to the CEQA Guidelines and thresholds of significance.

Clean Air Plan

Air quality plans developed to meet federal requirements are referred to as State Implementation Plans. The federal and state Clean Air Acts require plans to be developed for areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM_{10} standard). The 2017 Clean Air Plan: Spare the Air, Cool the Climate was adopted on April 19, 2019, by the BAAQMD.

The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue progress toward attaining all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 Clean Air Plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas (GHG) reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

3.4 LOCAL

City of San José Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development:

- Green Building Regulations for Private Development (Chapter 17.84)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10)
- Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105)
- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)

City of San José General Plan

The General Plan includes a GHG Reduction Strategy that is designed to help the City sustain its natural resources, grow efficiently, and meet California legal requirements for GHG emissions reduction. Multiple policies and actions in the General Plan have GHG implications including those targeting land use, housing,

transportation, water usage, solid waste generation and recycling, and reuse of historic buildings. The policies also include a monitoring component that allows for adaptation and adjustment of City programs and initiatives related to sustainability and associated reductions in GHG emissions. The GHG Reduction Strategy is intended to meet the mandates as outlined in the CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD.

The GHG Reduction Strategy was re-adopted by the San José City Council in December 2015. The environmental impacts of the GHG Reduction Strategy were analyzed in the General Plan FPEIR and a 2015 Supplement to the General Plan FPEIR. The City's projected emissions and the GHG Reduction Strategy are consistent with the measures necessary to meet state-wide 2020 goals established by AB 32 and addressed in the Climate Change Scoping Plan. Measures have not been identified that would ensure GHG emissions would be consistent with state-wide 2050 goals; however, the City adopted overriding considerations for identified future impacts associated with buildout of the City's General Plan.

The General Plan includes the following GHG reduction policies, which are applicable to the project. These policies are also described within the City's GHG Reduction Strategy.

Policy MS – 1.1 Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City's Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.

Policy MS – 1.4: Foster awareness of San José's business and residential communities of the economic and environmental benefits of green building practices. Encourage design and construction of environmentally responsible commercial and residential buildings that are also operated and maintained to reduce waste, conserve water, and meet other environmental objectives.

Policy MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design, and construction techniques for new construction to minimize energy consumption.

Policy MS – 2.6: Promote roofing design and surface treatments that reduce the heat island effect of new and existing development and support reduced energy use, reduced air pollution, and a healthy urban forest. Connect businesses and residents with cool roof rebate programs through City outreach efforts.

Policy MS-2.11: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g. design to maximize cross ventilation and interior daylight) and through site design techniques (e.g. orienting buildings on sites to maximize the effectiveness of passive solar design).

Policy MS – 5.5: Maximize recycling and composting from all residents, businesses, and institutions in the City.

Policy MS – 5.6: Enhance the construction and demolition debris recycling program to increase diversion from the building sector.

Policy MS-14.4: Implement the City's Green Building Policies so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.

Policy MS – 21.2: Manage the Community Forest to achieve San José's environmental goals for water and energy conservation, wildlife habitat preservation, stormwater retention, heat reduction in urban areas, energy conservation, and the removal of carbon dioxide from the atmosphere.

Policy CD-2.10: Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land regulations to require compact, low-impact development that efficiently uses land planned for growth, particularly for residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in growth areas.

Policy CD-2.11: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.

Policy CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

Policy CD-5.1: Design areas to promote pedestrian and bicycle movements and to facilitate interaction between community members and to strengthen the sense of community.

Policy LU-5.4: Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.

Policy TR – 1.16: Develop a strategy to construct a network of public and private alternative fuel vehicle charging/fueling stations city wide. Revise parking standards to require the installation of electric charging infrastructure at new large employment sites and large, multiple family residential developments.

Policy TR-2.18: Provide bicycle storage facilities as identified in the Bicycle Master Plan.

Policy TR-3.3: As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

City of San José Greenhouse Gas Reduction Strategy

The City of San José adopted its 2030 Greenhouse Gas Reduction Strategy (GHGRS), in November 2020, consistent with SB 32. SB 23 has established an interim statewide greenhouse gas reduction goal for 2030 to meet the long-term target of carbon neutrality by 2045 (EO B-55-18). SB 32 expands upon AB 32, the Global Warming Solutions Act of 2006, and requires a reduction in greenhouse gas emissions of at least 40 percent below the 1990 levels by 2030.

The 2030 GHGRS allows for tiering and streamlining of GHG analyses under CEQA because it serves as a qualified Climate Action Plan for the City of San José. The GHGRS was prepared under the BAAQMD CEQA Guidelines, and particularly in conformance with CEQA Guidelines Section 15183.5, which specifically addresses the development of GHG Reduction Plans for tiering and streamlining GHG analysis under CEQA. The 2030 GHGRS identifies major General Plan strategies and polices to be implemented by development project such as green building practices, transportation strategies, energy use, water conservation, waste reduction and diversion, and other sectors that contribute to GHG reductions and advancements of the City's broad sustainability goals.

The GHG Reduction Strategy identifies GHG emissions reduction measures to be implemented by development projects in three categories: built environment and energy, land use and transportation, and recycling and waste reduction. Some measures are mandatory for all proposed development projects and others are voluntary. Voluntary measures could be incorporated as mitigation measures for proposed projects, at the City's discretion.

Compliance with the mandatory measures and voluntary measures required by the City would ensure an individual project's consistency with the 2030 GHGRS. Implementation of the proposed General Plan through 2030 would not constitute a cumulatively considerable contribution to global climate change.

City of San José Private Sector Green Building Policy (6-32)

In October 2008, the City adopted the Private Sector Green Building Policy (6-32) that establishes baseline green building standards for private sector new construction and provides framework for the implementation of these standards. This policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards. Future development under the proposed Downtown Strategy 2040 would be subject to this policy.

Climate Smart San José

Climate Smart San José was developed by the City to reduce air pollution, save water, and create a healthier community. The plan contains nine strategies to reduce carbon emissions consistent with the Paris Climate Agreement. These strategies include use of renewable energy, densification of

neighborhoods, electrification and sharing of vehicle fleets, investments in public infrastructure, creating local jobs, and improving building energy-efficiency.

Reach Building Code

In 2019, the San José City Council approved Ordinance No. 30311 and adopted Reach Code Ordinance (Reach Code) to reduce energy-related GHG emissions consistent with the goals of Climate Smart San José. The Reach Code applies to new construction projects in San José. It requires new residential construction to be outfitted with entirely electric fixtures. Mixed-fuel buildings (i.e., use of natural gas) are required to demonstrate increased energy efficiency through a higher Energy Design Ratings and be electrification ready. In addition, the Reach Code requires EV charging infrastructure for all building types (above current CALGreen requirements), and solar readiness for non-residential buildings.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 THRESHOLDS AND SIGNIFICANCE CRITERIA

Based upon the criteria derived from State CEQA Guidelines Appendix G, a project normally would have a significant effect on the environment if it would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Bay Area Air Quality Management District's (BAAQMD's) approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute considerably to a significant cumulative impact. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the project would result in a cumulatively considerable contribution to a cumulatively significant impact to global climate change. In April 2022, new CEQA thresholds for evaluating climate impacts from land use projects and plans were approved. The BAAQMD Thresholds for Land Use Projects (Must Include A or B)::

A. Projects must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation
        a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
            i. Residential projects: 15 percent below the existing VMT per capita
            ii. Office projects: 15 percent below the existing VMT per employee
            iii. Retail projects: no net increase in existing VMT
        b. Achieve compliance with electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Be consistent with a local GHG Reduction Strategy that meets the criteria under the CEQA Guidelines section 15183.5(b) C

A qualified GHG Reduction Strategy adopted by a local jurisdiction should include the following elements as described in the State CEQA Guidelines Section 15183.5(b)(1):

i. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

ii. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;

iii. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;

iv. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

v. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and

vi. Be adopted in a public process following environmental review

It should be noted that the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, the BAAQMD recommends quantification and disclosure of construction GHG emissions. The BAAQMD also recommends that the Lead Agency should make a determination on the significance of these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by the Public Resources Code, Section 21082.2. The Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

For CEQA analyses, project-related GHG impacts can be categorized as either direct or indirect. Direct emissions refer to those emitted by stationary sources at the project site or caused by project activity on-site, and these emissions are normally within control of the project sponsor or applicant. Indirect emissions include those emissions that are not within the direct control of the project sponsor or applicant, but may occur as a result of the project, such as the motor vehicle emissions induced by the project. Indirect emissions include emissions from any off-site facilities used for project support as a result of the construction or operation of a project, and these emissions are likely to occur outside the control of the project far off-site or even outside of California.

The City of San José has established consistency with their 2030 Greenhous Gas Reduction Strategy would result in a less than significant impact. The City of San José does not have construction-related GHG emission thresholds.

4.2 METHODOLOGY

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt)

of CO_2/year to nearly 49 $GtCO_2$/year.[1] As such, the geographic extent of climate change and GHG emissions' cumulative impact discussion is worldwide.

The project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix A: Greenhouse Gas Emissions Data. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. The project's construction-related GHG emissions were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer products), electrical generation, water supply and wastewater treatment, and solid waste. The operational analysis uses the City's GHGRS checklist.

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

5 POTENTIAL IMPACTS AND MITIGATION

5.1 GREENHOUSE GAS EMISSIONS

Impact GHG-1 Would the Project generate greenhouse gas emissions, either directly or indirectly, that could have a significant impact on the environment?

Construction Greenhouse Gas Emissions

Project construction would result in minor increases in GHG emissions from on-site and construction equipment and emissions from construction workers' personal vehicle travelling to and from the project construction site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of construction workers. Neither the City of San José nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions; however, BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. The CalEEMod outputs prepared for the proposed project (refer to Appendix A) calculated emissions with project construction to be 990 $MTCO_2e$ for the total construction period (eighteen months). Because project construction will be a temporary condition (a total of eighteen months) and would not result in a permanent increase in emissions that would interfere with the implementation of AB32, the temporary increase in emissions would be less than significant.

Operational Greenhouse Gas Emissions

The proposed project would include the demolition of three existing buildings on site and construct four new warehouse industrial buildings, totaling 714,491 sf. Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. It should be noted that the project would comply with the 2019 Title 24 Part 6 Building Energy Efficiency Standards. The standards require updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements that would cut residential energy use by more than 50 percent (with solar) and nonresidential energy use by 30 percent. The standards also encourage demand responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high performance attics, walls and windows to improve comfort and energy savings (California Energy Commission, March 2018). The project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The project would be constructed according to the standards for high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems required in 2019 Title 24, Part 11 (CALGreen). Further, the project will not include natural gas appliances or natural gas plumbing.

At the State and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a project. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 33 percent renewables by 2020 and 60 percent renewables by 2030 per SB 100.

The majority of warehouse emissions typically occur from mobile and energy sources. Energy and mobile sources are targeted by statewide measures such as low carbon fuels, cleaner vehicles, strategies to promote sustainable communities and improved transportation choices that result in reducing VMT, continued implementation of the Renewable Portfolio Standard (the target is now set at 60 percent renewables by 2030), and extension of the Cap-and-Trade program (requires reductions from industrial sources, energy generation, and fossil fuels). The Cap-and-Trade program covers approximately 85 percent of California's GHG emissions as of January 2015. The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and will decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. The passage of AB 398 in July 2017 extended the duration of the Cap-and-Trade program from 2020 to 2030. With continued implementation of various statewide measures, the project's operational energy and mobile source emissions would continue to decline in the future.

As discussed in Impact Statement GHG-2, below, the proposed development would be constructed in compliance with the City's Council Policy 6-32 and the City's Green Building Ordinance which will ensure operational emissions reductions consistent with the 2030 GHGRS. As shown in Appendix F, the Project would include be consistent with Table A: General Plan policies and Table B: 2030 GHGRS Compliance. The proposed Project would include enrollment in SJCE TotalGreen, exceed construction and demolition waste diversion requirements to help the City achieve the Zero Waste Goal, and implement water conservation measures on-site. Therefore, the Project would be consistent with a qualified local GHG reduction plan under CEQA Guidelines section 15183.5. The Project does not include mixed-fuel buildings (does not include natural gas) and therefore is consistent with the City's Reach Building Code.

The proposed project, therefore, would be consistent with the City's GHG Reduction and General Plan and would have a less than significant GHG emissions impact.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

5.2 GREENHOUSE GAS REDUCTION PLAN COMPLIANCE

Impact GHG-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions?

City of San José Greenhouse Gas Reduction Strategy Compliance Checklist

The City's 2030 Greenhouse Gas Reduction Strategy outlines the actions the City will undertake to achieve its proportional share of State GHG emission reductions for the interim target year 2030. Individual projects demonstrate their compliance with the GHGRS through the GHGRS Compliance Checklist. The City of San José 2030 GHGRS is a qualified local GHG reduction plan under CEQA, which can be used to determine the significance of GHG emissions from a project (CEQA Guidelines section 15183.5).

BAAQMD also recognizes the use of a Greenhouse Gas Reduction Strategy as a significance threshold for a project's GHG emissions. Therefore, if the project is consistent with the 2030 GHGRS, then the project would result in a less than significant cumulative impact to global climate change in 2030.

Prior to project approval, the applicant is required to complete the GHGRS Compliance Checklist to demonstrate the project's compliance with the City of San José 2030 GHGRS, refer to Appendix B. Compliance with the checklist is demonstrated by completing Section A (General Plan Policy Conformance) and Section B (Greenhouse Gas Reduction Strategies). Projects that propose alternative GHG mitigation measures must also complete Section C (Alternative Project Measures and Additional GHG Reductions). The proposed Project does not include any alternative measures.

As discussed above, the project would be constructed in accordance with the latest California Building Code, green building regulations/CalGreen, the City's Council Policy 6-32 and the City's Green Building Ordinance. Additionally, project construction and demolition waste would be diverted to exceed City requirements and least 75 percent of construction and demolition waste and 100 percent of metal would be recycled. The project would also be enrolled in the San José Clean Energy (SJCE) TotalGreen program which includes 100 percent renewable energy and would meet U.S. Green Building Council LEED Silver requirements through various credits related to optimized energy performance and other sustainable features. Additionally, the project would be solar-ready by including building roof space for a "Future PV Array" per California Code.

Thus, proposed project would be consistent with the 2030 GHG Reduction Strategy. The project would include 21 bicycle parking spaces and would not alter the existing Class II bike lanes on both sides of Lundy Avenue and McKay Drive. Additionally, the project would include Tier 2 multi-modal infrastructure that would construct an internal bicycle/pedestrian pathway connecting the cul-de-sacs at McKay Drive/Automation Parkway and Commerce Drive/Qume Drive. The project would also shift the existing curb lines along Commerce Drive and Qume Drive frontages 10-feet inwards to achieve a future 40-feet curb-to-curb width along both streets. The multimodal improvements would help reduce vehicle miles traveled (VMT) by providing enhanced pedestrian and bicycle mobility in the area and therefore would reduce mobile greenhouse gas emissions. The proposed project would also be consistent with the 2030 GHG Reduction Strategy through compliance with the State's Model Water Efficient Landscape Ordinance and the City's Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code). The proposed project would include landscaped shading, including trees, in the parking areas and walkways. The Project landscaping would include 339 new 24-inch box trees which would cover approximately 21 percent of the site with landscaping. The trees would provide shading to help mitigate the urban heat island effect. Additionally, the project would include low-flow fixtures and appliances and would utilize recycled water for the outdoor landscaping.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the Greenhouse Gas Reduction Strategy. As described above, the project would not conflict with the 2030 GHG Reduction Strategy (refer to Appendix B for further detail). Therefore, the Project would be consistent with a qualified local GHG reduction plan under CEQA Guidelines section 15183.5. GHG emissions caused by long-term operation of the proposed would be less than significant.

CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program.

The latest CARB Climate Change Scoping Plan (2017) outlines the state's strategy to reduce state's GHG emissions to return to 40 percent below 1990 levels by 2030 pursuant to SB 32. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the First Update to the Climate Change Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets. As shown in Table 4, the project is consistent with most of the strategies, while others are not applicable to the project.

Table 4: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle Greenhouse Gas Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the project would be required to comply with the Pavley emissions standards.
		2012 LEV III Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related Greenhouse Gas Targets	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The project would provide development in the region that is consistent with the growth projections in the Regional Transportation Plan/Sustainable Communities Strategy (SCS) (Plan Bay Area 2050).
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus	**Consistent**. This measure applies to medium and heavy-duty vehicles that

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation	operate in the state. The project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project Applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The project would not conflict with implementation of this measure. The project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The project would obtain electricity from the electric utility company, PG&E through SJCE. PG&E obtained 39 percent of its power supply from renewable sources in 2018. However, the project would obtain electricity through SJCE TotalGreen program. Therefore, the utility would provide power when needed on site that is composed of 100 percent renewable sources.
		SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax incentive program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. Future tenants within the project would be able to take advantage of incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green	**Consistent.** The project would comply with the California Green Building

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Building Code Standards	Standards Code, which requires a 20 percent reduction in indoor water use. The project would also comply with the City's Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State goal is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CalGreen requirements.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Consistent.** The project includes light industrial uses such as a warehouse. However, the project would comply with CARB Mandatory Reporting Regulation.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The project would not conflict with implementation of these measures. The project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The project site is an existing disturbed site located in an urban area. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The project is not expected to use large systems subject to the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The project site is an infill site. No grazing, feedlot or other agricultural activities that generate manure currently exist on-site or are

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			proposed to be implemented by the project.

Source: California Air Resources Board (CARB), *California's 2017 Climate Change Scoping Plan*, 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

As discussed above, the Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. GHG emissions caused by long-term operation of the proposed would be less than significant.

Appendix B, Local Action, of the 2017 CARB Scoping Plan lists potential actions that support the State's climate goals. However, the Scoping Plan notes that the applicability and performance of the actions may vary across the regions. The document is organized into two categories (A) examples of plan-level GHG reduction actions that could be implemented by local governments and (B) examples of on-site project design features, mitigation measures, that could be required of individual projects under CEQA, if feasible, when the local jurisdiction is the lead agency.

The project would implement Standard Permit Conditions included in the Air Quality Assessment during construction. For example, a few of the construction measures include enforcing idling time restrictions on construction vehicles, use of added exhaust muffling and filtering devices, replant vegetation in disturbed areas as quickly as possible, and posting a publicly visible sign with the telephone number and person at the lead agency to contact regarding dust complaints. As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new non-residential developments. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in California, most of the electricity that powers homes is derived from natural gas combustion. Therefore, energy saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand.

The project would be required to comply with existing regulations, including applicable measures from the City's General Plan, or would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards). As such, the project would not conflict with any other state-level regulations pertaining to GHGs.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the project would benefit from implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

Plan Bay Area

The project would be consistent with the overall goals of Plan Bay Area 2050 to provide housing, healthy and safe communities, and climate protection with an overall goal to reduce VMT. While the Project would not provide housing, it is consistent with the goal of reducing VMT as the proposed Project has lower VMT than the existing uses onsite. As noted above, the project would develop the project site with light

industrial uses consistent with the General Plan. The project would create jobs in the community. Thus, implementation of the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and this impact would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

5.3 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

Cumulative Setting

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

Cumulative Impacts and Mitigation Measures

It is generally the case that an individual project of the project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in Appendix B and discussed in GHG-2 discussion above, the project would be consistent with the 2030 GHG Reduction Strategy. Thus, the project would not conflict with any GHG reduction plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

6 REFERENCES

1. Bay Area Air Quality Management District, *2017 CEQA Air Quality Guidelines*, 2017.
2. Bay Area Air Quality Management District, *Final 2017 Clean Air Plan*, 2017.
3. Bay Area Air Quality Management District, *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans,* 2022.
4. California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.
5. California Air Pollution Control Officers Association (CAPCOA). 2016. *CalEEMod User's Guide*.
6. California Air Resources Board, *Climate Change Proposed Scoping Plan*. 2008.
7. California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2010 — by Category Defined in the Scoping Plan*, 2013.
8. California Air Resources Board, *California Greenhouse Gas Emissions Inventory – 2017 Edition*, 2017.
9. California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* 2017.
10. City of San José, *2030 Greenhouse Gas Reduction Strategy*, 2020.
11. City of San José, *General Plan,* 2018.
12. City of San José, *Municipal Code*, 2019.
13. Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007.
14. Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.
15. Intergovernmental Panel on Climate Change (IPCC), *Climate Change Synthesis Report: Approved Summary for Policymakers*, 2014.
16. Kimley-Horn & Associates, *Qume and Commerce Development Transportation Analysis*, February 2022.
17. National Research Council, *Advancing the Science of Climate Change*, 2010.
18. U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.
19. U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.
20. U.S. EPA, *Overview of Greenhouse Gases*, 2018.

Appendix A

Greenhouse Gas Emissions Data

Bridge Qume Exisiting - Santa Clara County, Annual

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

Bridge Qume Exisiting

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	428.43	1000sqft	9.84	428,433.00	0
Parking Lot	661.74	1000sqft	15.19	661,740.00	0
City Park	7.77	Acre	7.77	338,461.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City Park Proxy for Landscape - Landscape numbers taken from Stormwater Evaluation Form

Construction Phase - Existing - No construction

Grading -

Vehicle Trips - Per TA - City park has no trips

Construction Off-road Equipment Mitigation - Per BAAQMD rule compliance

Water Mitigation -

Waste Mitigation - Per AB 939

Table Name	Column Name	Default Value	New Value

Bridge Qume Exisiting - Santa Clara County, Annual

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

tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	AcresOfGrading	135.00	0.00
tblGrading	AcresOfGrading	30.00	0.00
tblLandUse	LandUseSquareFeet	428,430.00	428,433.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	8.32
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	8.32
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	8.32

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0540	0.5329	0.3618	6.6000e-004	0.0291	0.0264	0.0555	0.0154	0.0245	0.0399	0.0000	57.6388	57.6388	0.0160	5.0000e-005	58.0543
2022	0.4894	4.1248	4.2706	0.0134	0.9174	0.1468	1.0642	0.3295	0.1372	0.4667	0.0000	1,237.3253	1,237.3253	0.1262	0.0818	1,264.8508
2023	0.4328	3.3610	4.2844	0.0149	0.8188	0.1020	0.9208	0.2224	0.0960	0.3185	0.0000	1,383.0474	1,383.0474	0.0980	0.1020	1,415.8852
2024	2.4836	0.7126	1.0079	2.9600e-003	0.1510	0.0240	0.1750	0.0409	0.0225	0.0634	0.0000	273.7261	273.7261	0.0275	0.0165	279.3198

Bridge Qume Exisiting - Santa Clara County, Annual

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

Maximum	**2.4836**	**4.1248**	**4.2844**	**0.0149**	**0.9174**	**0.1468**	**1.0642**	**0.3295**	**0.1372**	**0.4667**	**0.0000**	**1,383.0474**	**1,383.0474**	**0.1262**	**0.1020**	**1,415.8852**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0540	0.5329	0.3618	6.6000e-004	0.0135	0.0264	0.0398	6.8700e-003	0.0245	0.0313	0.0000	57.6387	57.6387	0.0160	5.0000e-005	58.0543
2022	0.4894	4.1248	4.2706	0.0134	0.7208	0.1468	0.8676	0.2309	0.1372	0.3681	0.0000	1,237.3248	1,237.3248	0.1262	0.0818	1,264.8504
2023	0.4328	3.3610	4.2844	0.0149	0.7783	0.1020	0.8803	0.2125	0.0960	0.3085	0.0000	1,383.0470	1,383.0470	0.0980	0.1020	1,415.8848
2024	2.4836	0.7126	1.0079	2.9600e-003	0.1435	0.0240	0.1675	0.0391	0.0225	0.0616	0.0000	273.7260	273.7260	0.0275	0.0165	279.3197
Maximum	**2.4836**	**4.1248**	**4.2844**	**0.0149**	**0.7783**	**0.1468**	**0.8803**	**0.2309**	**0.1372**	**0.3681**	**0.0000**	**1,383.0470**	**1,383.0470**	**0.1262**	**0.1020**	**1,415.8848**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**13.58**	**0.00**	**11.75**	**19.56**	**0.00**	**13.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-17-2021**	**2-16-2022**	1.2270	1.2270
2	**2-17-2022**	**5-16-2022**	1.1955	1.1955
3	**5-17-2022**	**8-16-2022**	1.0953	1.0953
4	**8-17-2022**	**11-16-2022**	1.1114	1.1114
5	**11-17-2022**	**2-16-2023**	1.0484	1.0484

Bridge Qume Exisiting - Santa Clara County, Annual

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

6	**2-17-2023**	**5-16-2023**	0.9280	0.9280
7	**5-17-2023**	**8-16-2023**	0.9462	0.9462
8	**8-17-2023**	**11-16-2023**	0.9600	0.9600
9	**11-17-2023**	**2-16-2024**	0.9520	0.9520
10	**2-17-2024**	**5-16-2024**	1.7886	1.7886
11	**5-17-2024**	**8-16-2024**	0.9324	0.9324
		Highest	1.7886	1.7886

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	1.9574	9.0000e-005	0.0101	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0196	0.0196	5.0000e-005	0.0000	0.0209
Energy	7.9500e-003	0.0723	0.0607	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	238.8183	238.8183	0.0274	4.5800e-003	240.8694
Mobile	1.8133	2.4809	18.4118	0.0379	3.8467	0.0369	3.8836	1.0270	0.0346	1.0615	0.0000	3,501.4601	3,501.4601	0.2200	0.1656	3,556.3072
Waste						0.0000	0.0000		0.0000	0.0000	81.8845	0.0000	81.8845	4.8392	0.0000	202.8654
Water						0.0000	0.0000		0.0000	0.0000	31.4318	52.5992	84.0310	3.2369	0.0773	187.9756
Total	**3.7786**	**2.5532**	**18.4826**	**0.0383**	**3.8467**	**0.0424**	**3.8891**	**1.0270**	**0.0401**	**1.0671**	**113.3163**	**3,792.8972**	**3,906.2135**	**8.3236**	**0.2474**	**4,188.0386**

Mitigated Operational

Bridge Qume Exisiting - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.9574	9.0000e-005	0.0101	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0196	0.0196	5.0000e-005	0.0000	0.0209
Energy	7.9500e-003	0.0723	0.0607	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	238.8183	238.8183	0.0274	4.5800e-003	240.8694
Mobile	1.8133	2.4809	18.4118	0.0379	3.8467	0.0369	3.8836	1.0270	0.0346	1.0615	0.0000	3,501.4601	3,501.4601	0.2200	0.1656	3,556.3072
Waste						0.0000	0.0000		0.0000	0.0000	40.9423	0.0000	40.9423	2.4196	0.0000	101.4327
Water						0.0000	0.0000		0.0000	0.0000	25.1454	42.4961	67.6415	2.5896	0.0618	150.8013
Total	**3.7786**	**2.5532**	**18.4826**	**0.0383**	**3.8467**	**0.0424**	**3.8891**	**1.0270**	**0.0401**	**1.0671**	**66.0877**	**3,782.7941**	**3,848.8818**	**5.2566**	**0.2320**	**4,049.4316**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**41.68**	**0.27**	**1.47**	**36.85**	**6.24**	**3.31**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/17/2021	12/28/2021	5	30	
2	Site Preparation	Site Preparation	12/29/2021	1/25/2022	5	20	
3	Grading	Grading	1/26/2022	3/29/2022	5	45	
4	Building Construction	Building Construction	3/30/2022	2/27/2024	5	500	
5	Paving	Paving	2/28/2024	4/16/2024	5	35	

Bridge Qume Exisiting - Santa Clara County, Annual

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

6	Architectural Coating	Architectural Coating	4/17/2024	6/4/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 15.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 642,650; Non-Residential Outdoor: 214,217; Striped Parking Area: 39,704

OffRoad Equipment

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	600.00	234.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	120.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 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	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**		**0.0233**	**0.0233**		**0.0216**	**0.0216**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

Date: 3/1/2022 9:09 AM

Bridge Qume Exisiting - Santa Clara County, Annual

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

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	6.5000e-004	5.0000e-004	5.9000e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4485	1.4485	5.0000e-005	4.0000e-005	1.4628
Total	**6.5000e-004**	**5.0000e-004**	**5.9000e-003**	**2.0000e-005**	**1.7800e-003**	**1.0000e-005**	**1.7900e-003**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.4485**	**1.4485**	**5.0000e-005**	**4.0000e-005**	**1.4628**

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	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**		**0.0233**	**0.0233**		**0.0216**	**0.0216**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

Bridge Qume Exisiting - Santa Clara County, Annual

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

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	6.5000e-004	5.0000e-004	5.9000e-003	2.0000e-005	1.6900e-003	1.0000e-005	1.7000e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4485	1.4485	5.0000e-005	4.0000e-005	1.4628
Total	**6.5000e-004**	**5.0000e-004**	**5.9000e-003**	**2.0000e-005**	**1.6900e-003**	**1.0000e-005**	**1.7000e-003**	**4.5000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.4485**	**1.4485**	**5.0000e-005**	**4.0000e-005**	**1.4628**

3.3 Site Preparation - 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					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8300e-003	0.0608	0.0317	6.0000e-005		3.0700e-003	3.0700e-003		2.8200e-003	2.8200e-003	0.0000	5.0154	5.0154	1.6200e-003	0.0000	5.0559
Total	**5.8300e-003**	**0.0608**	**0.0317**	**6.0000e-005**	**0.0271**	**3.0700e-003**	**0.0302**	**0.0149**	**2.8200e-003**	**0.0177**	**0.0000**	**5.0154**	**5.0154**	**1.6200e-003**	**0.0000**	**5.0559**

Bridge Qume Exisiting - Santa Clara County, Annual

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	7.1000e-004	0.0000	2.1000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1738	0.1738	1.0000e-005	1.0000e-005	0.1755
Total	**8.0000e-005**	**6.0000e-005**	**7.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1738**	**0.1738**	**1.0000e-005**	**1.0000e-005**	**0.1755**

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					0.0116	0.0000	0.0116	6.3700e-003	0.0000	6.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8300e-003	0.0608	0.0317	6.0000e-005		3.0700e-003	3.0700e-003		2.8200e-003	2.8200e-003	0.0000	5.0154	5.0154	1.6200e-003	0.0000	5.0559
Total	**5.8300e-003**	**0.0608**	**0.0317**	**6.0000e-005**	**0.0116**	**3.0700e-003**	**0.0147**	**6.3700e-003**	**2.8200e-003**	**9.1900e-003**	**0.0000**	**5.0154**	**5.0154**	**1.6200e-003**	**0.0000**	**5.0559**

Bridge Qume Exisiting - Santa Clara County, Annual

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	7.1000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.1738	0.1738	1.0000e-005	1.0000e-005	0.1755
Total	**8.0000e-005**	**6.0000e-005**	**7.1000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1738**	**0.1738**	**1.0000e-005**	**1.0000e-005**	**0.1755**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1536	0.0000	0.1536	0.0844	0.0000	0.0844	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0270	0.2812	0.1674	3.2000e-004		0.0137	0.0137		0.0126	0.0126	0.0000	28.4235	28.4235	9.1900e-003	0.0000	28.6533
Total	**0.0270**	**0.2812**	**0.1674**	**3.2000e-004**	**0.1536**	**0.0137**	**0.1673**	**0.0844**	**0.0126**	**0.0970**	**0.0000**	**28.4235**	**28.4235**	**9.1900e-003**	**0.0000**	**28.6533**

Bridge Qume Exisiting - Santa Clara County, Annual

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.0000e-004	3.6900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9595	0.9595	3.0000e-005	3.0000e-005	0.9685
Total	**4.1000e-004**	**3.0000e-004**	**3.6900e-003**	**1.0000e-005**	**1.2100e-003**	**1.0000e-005**	**1.2200e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**0.9595**	**0.9595**	**3.0000e-005**	**3.0000e-005**	**0.9685**

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					0.0657	0.0000	0.0657	0.0361	0.0000	0.0361	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0270	0.2812	0.1674	3.2000e-004		0.0137	0.0137		0.0126	0.0126	0.0000	28.4235	28.4235	9.1900e-003	0.0000	28.6533
Total	**0.0270**	**0.2812**	**0.1674**	**3.2000e-004**	**0.0657**	**0.0137**	**0.0794**	**0.0361**	**0.0126**	**0.0487**	**0.0000**	**28.4235**	**28.4235**	**9.1900e-003**	**0.0000**	**28.6533**

Bridge Qume Exisiting - Santa Clara County, Annual

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.0000e-004	3.6900e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.9595	0.9595	3.0000e-005	3.0000e-005	0.9685
Total	**4.1000e-004**	**3.0000e-004**	**3.6900e-003**	**1.0000e-005**	**1.1500e-003**	**1.0000e-005**	**1.1600e-003**	**3.1000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**0.9595**	**0.9595**	**3.0000e-005**	**3.0000e-005**	**0.9685**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1355	0.0000	0.1355	0.0745	0.0000	0.0745	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0816	0.8740	0.6534	1.4000e-003		0.0368	0.0368		0.0338	0.0338	0.0000	122.7029	122.7029	0.0397	0.0000	123.6950
Total	**0.0816**	**0.8740**	**0.6534**	**1.4000e-003**	**0.1355**	**0.0368**	**0.1723**	**0.0745**	**0.0338**	**0.1083**	**0.0000**	**122.7029**	**122.7029**	**0.0397**	**0.0000**	**123.6950**

Bridge Qume Exisiting - Santa Clara County, Annual

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

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	1.2100e-003	8.8000e-004	0.0109	3.0000e-005	3.5700e-003	2.0000e-005	3.5900e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.8221	2.8221	9.0000e-005	8.0000e-005	2.8486
Total	**1.2100e-003**	**8.8000e-004**	**0.0109**	**3.0000e-005**	**3.5700e-003**	**2.0000e-005**	**3.5900e-003**	**9.5000e-004**	**2.0000e-005**	**9.7000e-004**	**0.0000**	**2.8221**	**2.8221**	**9.0000e-005**	**8.0000e-005**	**2.8486**

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					0.0579	0.0000	0.0579	0.0318	0.0000	0.0318	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0816	0.8740	0.6534	1.4000e-003		0.0368	0.0368		0.0338	0.0338	0.0000	122.7027	122.7027	0.0397	0.0000	123.6948
Total	**0.0816**	**0.8740**	**0.6534**	**1.4000e-003**	**0.0579**	**0.0368**	**0.0947**	**0.0318**	**0.0338**	**0.0657**	**0.0000**	**122.7027**	**122.7027**	**0.0397**	**0.0000**	**123.6948**

Bridge Qume Exisiting - Santa Clara County, Annual

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

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	1.2100e-003	8.8000e-004	0.0109	3.0000e-005	3.3800e-003	2.0000e-005	3.4000e-003	9.0000e-004	2.0000e-005	9.2000e-004	0.0000	2.8221	2.8221	9.0000e-005	8.0000e-005	2.8486
Total	**1.2100e-003**	**8.8000e-004**	**0.0109**	**3.0000e-005**	**3.3800e-003**	**2.0000e-005**	**3.4000e-003**	**9.0000e-004**	**2.0000e-005**	**9.2000e-004**	**0.0000**	**2.8221**	**2.8221**	**9.0000e-005**	**8.0000e-005**	**2.8486**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1689	1.5460	1.6200	2.6700e-003		0.0801	0.0801		0.0754	0.0754	0.0000	229.4080	229.4080	0.0550	0.0000	230.7820
Total	**0.1689**	**1.5460**	**1.6200**	**2.6700e-003**		**0.0801**	**0.0801**		**0.0754**	**0.0754**	**0.0000**	**229.4080**	**229.4080**	**0.0550**	**0.0000**	**230.7820**

Unmitigated Construction Off-Site

Date: 3/1/2022 9:09 AM

Bridge Qume Exisiting - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0512	1.3059	0.3818	4.9400e-003	0.1525	0.0137	0.1662	0.0441	0.0131	0.0572	0.0000	480.4926	480.4926	0.0109	0.0709	501.8916
Worker	0.1591	0.1166	1.4334	4.0400e-003	0.4711	2.4600e-003	0.4736	0.1253	2.2700e-003	0.1276	0.0000	372.5168	372.5168	0.0114	0.0108	376.0119
Total	**0.2103**	**1.4225**	**1.8152**	**8.9800e-003**	**0.6236**	**0.0162**	**0.6397**	**0.1694**	**0.0154**	**0.1847**	**0.0000**	**853.0094**	**853.0094**	**0.0223**	**0.0817**	**877.9035**

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	0.1689	1.5460	1.6200	2.6700e-003		0.0801	0.0801		0.0754	0.0754	0.0000	229.4077	229.4077	0.0550	0.0000	230.7817
Total	**0.1689**	**1.5460**	**1.6200**	**2.6700e-003**		**0.0801**	**0.0801**		**0.0754**	**0.0754**	**0.0000**	**229.4077**	**229.4077**	**0.0550**	**0.0000**	**230.7817**

Mitigated Construction Off-Site

Bridge Qume Exisiting - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0512	1.3059	0.3818	4.9400e-003	0.1460	0.0137	0.1597	0.0425	0.0131	0.0556	0.0000	480.4926	480.4926	0.0109	0.0709	501.8916
Worker	0.1591	0.1166	1.4334	4.0400e-003	0.4467	2.4600e-003	0.4491	0.1193	2.2700e-003	0.1216	0.0000	372.5168	372.5168	0.0114	0.0108	376.0119
Total	**0.2103**	**1.4225**	**1.8152**	**8.9800e-003**	**0.5927**	**0.0162**	**0.6089**	**0.1618**	**0.0154**	**0.1772**	**0.0000**	**853.0094**	**853.0094**	**0.0223**	**0.0817**	**877.9035**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

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	0.0334	1.3551	0.4270	6.2100e-003	0.2002	7.9600e-003	0.2082	0.0579	7.6100e-003	0.0655	0.0000	604.8422	604.8422	0.0127	0.0889	631.6398
Worker	0.1950	0.1358	1.7457	5.1400e-003	0.6186	3.0700e-003	0.6217	0.1645	2.8300e-003	0.1674	0.0000	476.8591	476.8591	0.0136	0.0131	481.1071
Total	**0.2284**	**1.4910**	**2.1727**	**0.0114**	**0.8189**	**0.0110**	**0.8299**	**0.2224**	**0.0104**	**0.2329**	**0.0000**	**1,081.7012**	**1,081.7012**	**0.0263**	**0.1020**	**1,112.7469**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

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					

Bridge Qume Exisiting - Santa Clara County, Annual

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

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	0.0334	1.3551	0.4270	6.2100e-003	0.1918	7.9600e-003	0.1997	0.0558	7.6100e-003	0.0634	0.0000	604.8422	604.8422	0.0127	0.0889	631.6398
Worker	0.1950	0.1358	1.7457	5.1400e-003	0.5865	3.0700e-003	0.5896	0.1567	2.8300e-003	0.1595	0.0000	476.8591	476.8591	0.0136	0.0131	481.1071
Total	**0.2284**	**1.4910**	**2.1727**	**0.0114**	**0.7783**	**0.0110**	**0.7893**	**0.2125**	**0.0104**	**0.2229**	**0.0000**	**1,081.7012**	**1,081.7012**	**0.0263**	**0.1020**	**1,112.7469**

3.5 Building Construction - 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	0.0309	0.2823	0.3395	5.7000e-004		0.0129	0.0129		0.0121	0.0121	0.0000	48.6883	48.6883	0.0115	0.0000	48.9762
Total	**0.0309**	**0.2823**	**0.3395**	**5.7000e-004**		**0.0129**	**0.0129**		**0.0121**	**0.0121**	**0.0000**	**48.6883**	**48.6883**	**0.0115**	**0.0000**	**48.9762**

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

Vendor	5.2500e-003	0.2190	0.0677	9.9000e-004	0.0323	1.3000e-003	0.0336	9.3500e-003	1.2400e-003	0.0106	0.0000	96.2683	96.2683	2.0300e-003	0.0141	100.5260
Worker	0.0295	0.0196	0.2637	8.0000e-004	0.0999	4.7000e-004	0.1004	0.0266	4.4000e-004	0.0270	0.0000	75.1620	75.1620	1.9900e-003	1.9800e-003	75.8008
Total	**0.0348**	**0.2386**	**0.3313**	**1.7900e-003**	**0.1323**	**1.7700e-003**	**0.1341**	**0.0359**	**1.6800e-003**	**0.0376**	**0.0000**	**171.4302**	**171.4302**	**4.0200e-003**	**0.0161**	**176.3267**

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	0.0309	0.2823	0.3395	5.7000e-004		0.0129	0.0129		0.0121	0.0121	0.0000	48.6883	48.6883	0.0115	0.0000	48.9761
Total	**0.0309**	**0.2823**	**0.3395**	**5.7000e-004**		**0.0129**	**0.0129**		**0.0121**	**0.0121**	**0.0000**	**48.6883**	**48.6883**	**0.0115**	**0.0000**	**48.9761**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2500e-003	0.2190	0.0677	9.9000e-004	0.0310	1.3000e-003	0.0323	9.0200e-003	1.2400e-003	0.0103	0.0000	96.2683	96.2683	2.0300e-003	0.0141	100.5260

Bridge Qume Exisiting - Santa Clara County, Annual

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

Worker	0.0295	0.0196	0.2637	8.0000e-004	0.0948	4.7000e-004	0.0952	0.0253	4.4000e-004	0.0257	0.0000	75.1620	75.1620	1.9900e-003	1.9800e-003	75.8008
Total	**0.0348**	**0.2386**	**0.3313**	**1.7900e-003**	**0.1257**	**1.7700e-003**	**0.1275**	**0.0343**	**1.6800e-003**	**0.0360**	**0.0000**	**171.4302**	**171.4302**	**4.0200e-003**	**0.0161**	**176.3267**

3.6 Paving - 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	0.0173	0.1667	0.2560	4.0000e-004		8.2000e-003	8.2000e-003		7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0372**	**0.1667**	**0.2560**	**4.0000e-004**		**8.2000e-003**	**8.2000e-003**		**7.5400e-003**	**7.5400e-003**	**0.0000**	**35.0464**	**35.0464**	**0.0113**	**0.0000**	**35.3298**

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

Worker	6.2000e-004	4.1000e-004	5.4900e-003	2.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.5659	1.5659	4.0000e-005	4.0000e-005	1.5792
Total	**6.2000e-004**	**4.1000e-004**	**5.4900e-003**	**2.0000e-005**	**2.0800e-003**	**1.0000e-005**	**2.0900e-003**	**5.5000e-004**	**1.0000e-005**	**5.6000e-004**	**0.0000**	**1.5659**	**1.5659**	**4.0000e-005**	**4.0000e-005**	**1.5792**

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	0.0173	0.1667	0.2560	4.0000e-004		8.2000e-003	8.2000e-003		7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0372**	**0.1667**	**0.2560**	**4.0000e-004**		**8.2000e-003**	**8.2000e-003**		**7.5400e-003**	**7.5400e-003**	**0.0000**	**35.0464**	**35.0464**	**0.0113**	**0.0000**	**35.3298**

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

Worker	6.2000e-004	4.1000e-004	5.4900e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5659	1.5659	4.0000e-005	4.0000e-005	1.5792
Total	**6.2000e-004**	**4.1000e-004**	**5.4900e-003**	**2.0000e-005**	**1.9700e-003**	**1.0000e-005**	**1.9800e-003**	**5.3000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.5659**	**1.5659**	**4.0000e-005**	**4.0000e-005**	**1.5792**

3.7 Architectural Coating - 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	2.3720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**2.3752**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

Worker	4.9200e-003	3.2700e-003	0.0439	1.3000e-004	0.0167	8.0000e-005	0.0167	4.4300e-003	7.0000e-005	4.5000e-003	0.0000	12.5270	12.5270	3.3000e-004	3.3000e-004	12.6335
Total	**4.9200e-003**	**3.2700e-003**	**0.0439**	**1.3000e-004**	**0.0167**	**8.0000e-005**	**0.0167**	**4.4300e-003**	**7.0000e-005**	**4.5000e-003**	**0.0000**	**12.5270**	**12.5270**	**3.3000e-004**	**3.3000e-004**	**12.6335**

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	2.3720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**2.3752**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

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

Bridge Qume Exisiting - Santa Clara County, Annual

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

Worker	4.9200e-003	3.2700e-003	0.0439	1.3000e-004	0.0158	8.0000e-005	0.0159	4.2200e-003	7.0000e-005	4.2900e-003	0.0000	12.5270	12.5270	3.3000e-004	3.3000e-004	12.6335
Total	**4.9200e-003**	**3.2700e-003**	**0.0439**	**1.3000e-004**	**0.0158**	**8.0000e-005**	**0.0159**	**4.2200e-003**	**7.0000e-005**	**4.2900e-003**	**0.0000**	**12.5270**	**12.5270**	**3.3000e-004**	**3.3000e-004**	**12.6335**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.8133	2.4809	18.4118	0.0379	3.8467	0.0369	3.8836	1.0270	0.0346	1.0615	0.0000	3,501.4601	3,501.4601	0.2200	0.1656	3,556.3072
Unmitigated	1.8133	2.4809	18.4118	0.0379	3.8467	0.0369	3.8836	1.0270	0.0346	1.0615	0.0000	3,501.4601	3,501.4601	0.2200	0.1656	3,556.3072

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	3,564.54	3,564.54	3564.54	10,406,707	10,406,707
Total	3,564.54	3,564.54	3,564.54	10,406,707	10,406,707

4.3 Trip Type Information

Bridge Qume Exisiting - Santa Clara County, Annual

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.567742	0.054883	0.190502	0.116880	0.020652	0.004894	0.008289	0.006425	0.000966	0.000407	0.024432	0.000950	0.0029
Parking Lot	0.567742	0.054883	0.190502	0.116880	0.020652	0.004894	0.008289	0.006425	0.000966	0.000407	0.024432	0.000950	0.0029
Unrefrigerated Warehouse-No Rail	0.567742	0.054883	0.190502	0.116880	0.020652	0.004894	0.008289	0.006425	0.000966	0.000407	0.024432	0.000950	0.0029

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	160.1702	160.1702	0.0259	3.1400e-003	161.7540
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	160.1702	160.1702	0.0259	3.1400e-003	161.7540
NaturalGas Mitigated	7.9500e-003	0.0723	0.0607	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6481	78.6481	1.5100e-003	1.4400e-003	79.1155
NaturalGas Unmitigated	7.9500e-003	0.0723	0.0607	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6481	78.6481	1.5100e-003	1.4400e-003	79.1155

Bridge Qume Exisiting - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.47381e+006	7.9500e-003	0.0723	0.0607	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6481	78.6481	1.5100e-003	1.4400e-003	79.1155
Total		**7.9500e-003**	**0.0723**	**0.0607**	**4.3000e-004**		**5.4900e-003**	**5.4900e-003**		**5.4900e-003**	**5.4900e-003**	**0.0000**	**78.6481**	**78.6481**	**1.5100e-003**	**1.4400e-003**	**79.1155**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.47381e+006	7.9500e-003	0.0723	0.0607	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6481	78.6481	1.5100e-003	1.4400e-003	79.1155

Bridge Qume Exisiting - Santa Clara County, Annual

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

Total		**7.9500e-003**	**0.0723**	**0.0607**	**4.3000e-004**		**5.4900e-003**	**5.4900e-003**		**5.4900e-003**	**5.4900e-003**	**0.0000**	**78.6481**	**78.6481**	**1.5100e-003**	**1.4400e-003**	**79.1155**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	231609	21.4293	3.4700e-003	4.2000e-004	21.6412
Unrefrigerated Warehouse-No Rail	1.49952e+006	138.7408	0.0225	2.7200e-003	140.1127
Total		**160.1702**	**0.0259**	**3.1400e-003**	**161.7540**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	231609	21.4293	3.4700e-003	4.2000e-004	21.6412

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

Unrefrigerated Warehouse-No Rail	1.49952e+006	138.7408	0.0225	2.7200e-003	140.1127
Total		**160.1702**	**0.0259**	**3.1400e-003**	**161.7540**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.9574	9.0000e-005	0.0101	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0196	0.0196	5.0000e-005	0.0000	0.0209
Unmitigated	1.9574	9.0000e-005	0.0101	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0196	0.0196	5.0000e-005	0.0000	0.0209

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	0.2372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Bridge Qume Exisiting - Santa Clara County, Annual

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

Consumer Products	1.7192					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.5000e-004	9.0000e-005	0.0101	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0196	0.0196	5.0000e-005	0.0000	0.0209
Total	**1.9574**	**9.0000e-005**	**0.0101**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0196**	**0.0196**	**5.0000e-005**	**0.0000**	**0.0209**

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	0.2372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7192					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.5000e-004	9.0000e-005	0.0101	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0196	0.0196	5.0000e-005	0.0000	0.0209
Total	**1.9574**	**9.0000e-005**	**0.0101**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0196**	**0.0196**	**5.0000e-005**	**0.0000**	**0.0209**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Bridge Qume Exisiting - Santa Clara County, Annual

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

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	67.6415	2.5896	0.0618	150.8013
Unmitigated	84.0310	3.2369	0.0773	187.9756

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 9.25781	2.9980	4.9000e-004	6.0000e-005	3.0276
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	99.0744 / 0	81.0330	3.2364	0.0772	184.9480
Total		**84.0310**	**3.2369**	**0.0773**	**187.9756**

Bridge Qume Exisiting - Santa Clara County, Annual

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

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 8.69308	2.8151	4.6000e-004	6.0000e-005	2.8430
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	79.2596 / 0	64.8264	2.5891	0.0618	147.9584
Total		**67.6415**	**2.5896**	**0.0618**	**150.8013**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.9423	2.4196	0.0000	101.4327
Unmitigated	81.8845	4.8392	0.0000	202.8654

Bridge Qume Exisiting - Santa Clara County, Annual

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.67	0.1360	8.0400e-003	0.0000	0.3369
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	402.72	81.7485	4.8312	0.0000	202.5285
Total		**81.8845**	**4.8392**	**0.0000**	**202.8654**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.335	0.0680	4.0200e-003	0.0000	0.1685
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	201.36	40.8743	2.4156	0.0000	101.2643

Bridge Qume Exisiting - Santa Clara County, Annual

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

Total		**40.9423**	**2.4196**	**0.0000**	**101.4327**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Bridge Qume - Santa Clara County, Annual

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

Bridge Qume

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	714.49	1000sqft	16.40	714,491.00	0
Parking Lot	490.73	1000sqft	11.27	490,730.00	0
City Park	5.13	Acre	5.13	223,462.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City Park Proxy for Landscape

Construction Phase - Per construction timeline

Demolition -

Grading -

Vehicle Trips - City park proxy for truck trips

Construction Off-road Equipment Mitigation - Per BAAQMD rule compliance

Water Mitigation -

Waste Mitigation - Per AB939

Bridge Qume - Santa Clara County, Annual

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

Stationary Sources - Emergency Generators and Fire Pumps -

Fleet Mix - City Park heavy-duty trucks

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	30.00	56.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	45.00	40.00
tblConstructionPhase	NumDays	500.00	262.00
tblConstructionPhase	NumDays	35.00	172.00
tblConstructionPhase	NumDays	35.00	29.00
tblFleetMix	HHD	6.3770e-003	1.00
tblFleetMix	LDA	0.57	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.1580e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	2.7200e-003	0.00
tblFleetMix	MHD	8.0300e-003	0.00
tblFleetMix	OBUS	8.9300e-004	0.00
tblFleetMix	SBUS	9.0000e-004	0.00
tblFleetMix	UBUS	3.7200e-004	0.00
tblGrading	MaterialExported	0.00	5,000.00
tblLandUse	LandUseSquareFeet	714,490.00	714,491.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	750.00

Bridge Qume - Santa Clara County, Annual

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

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.25
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	4.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	7.30	31.00
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	79.34
tblVehicleTrips	ST_TR	1.74	2.28
tblVehicleTrips	SU_TR	2.19	79.34
tblVehicleTrips	SU_TR	1.74	2.28
tblVehicleTrips	WD_TR	0.78	79.34
tblVehicleTrips	WD_TR	1.74	2.28

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2927	2.9261	2.8048	9.7700e-003	1.2197	0.0937	1.3135	0.2915	0.0873	0.3789	0.0000	908.9171	908.9171	0.1067	0.0667	931.4719
2025	4.1378	2.2045	3.1513	0.0104	0.6064	0.0616	0.6680	0.1642	0.0581	0.2223	0.0000	968.9930	968.9930	0.0725	0.0636	989.7624
Maximum	**4.1378**	**2.9261**	**3.1513**	**0.0104**	**1.2197**	**0.0937**	**1.3135**	**0.2915**	**0.0873**	**0.3789**	**0.0000**	**968.9930**	**968.9930**	**0.1067**	**0.0667**	**989.7624**

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					
2024	0.2927	2.9261	2.8048	9.7700e-003	0.7117	0.0937	0.8054	0.1769	0.0873	0.2642	0.0000	908.9167	908.9167	0.1067	0.0667	931.4715
2025	4.1378	2.2045	3.1513	0.0104	0.5762	0.0616	0.6378	0.1568	0.0581	0.2149	0.0000	968.9927	968.9927	0.0725	0.0636	989.7621
Maximum	**4.1378**	**2.9261**	**3.1513**	**0.0104**	**0.7117**	**0.0937**	**0.8054**	**0.1769**	**0.0873**	**0.2642**	**0.0000**	**968.9927**	**968.9927**	**0.1067**	**0.0667**	**989.7621**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**29.48**	**0.00**	**27.16**	**26.79**	**0.00**	**20.31**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-1-2024**	**6-30-2024**	1.1830	1.1830
2	**7-1-2024**	**9-30-2024**	1.0874	1.0874

Bridge Qume - Santa Clara County, Annual

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

3	**10-1-2024**	**12-31-2024**	0.9317	0.9317
4	**1-1-2025**	**3-31-2025**	1.8118	1.8118
5	**4-1-2025**	**6-30-2025**	2.3566	2.3566
6	**7-1-2025**	**9-30-2025**	2.1529	2.1529
		Highest	2.3566	2.3566

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	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Energy	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	378.4276	378.4276	0.0425	7.2500e-003	381.6520
Mobile	0.9356	15.6430	10.9508	0.0837	4.0281	0.1389	4.1670	1.0908	0.1325	1.2233	0.0000	8,214.9643	8,214.9643	0.3189	1.1042	8,551.9740
Stationary	0.1231	0.5504	0.3138	5.9000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	57.1196	57.1196	8.0100e-003	0.0000	57.3198
Waste						0.0000	0.0000		0.0000	0.0000	136.4221	0.0000	136.4221	8.0623	0.0000	337.9800
Water						0.0000	0.0000		0.0000	0.0000	52.4185	84.6990	137.1176	5.3976	0.1288	310.4355
Total	**4.2800**	**16.3140**	**11.3770**	**0.0850**	**4.0281**	**0.1662**	**4.1943**	**1.0908**	**0.1599**	**1.2506**	**188.8406**	**8,735.2321**	**8,924.0727**	**13.8294**	**1.2402**	**9,639.3843**

Mitigated Operational

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Energy	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	378.4276	378.4276	0.0425	7.2500e-003	381.6520
Mobile	0.9356	15.6430	10.9508	0.0837	4.0281	0.1389	4.1670	1.0908	0.1325	1.2233	0.0000	8,214.9643	8,214.9643	0.3189	1.1042	8,551.9740
Stationary	0.1231	0.5504	0.3138	5.9000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	57.1196	57.1196	8.0100e-003	0.0000	57.3198
Waste						0.0000	0.0000		0.0000	0.0000	68.2111	0.0000	68.2111	4.0312	0.0000	168.9900
Water						0.0000	0.0000		0.0000	0.0000	41.9348	68.0344	109.9692	4.3181	0.1030	248.6263
Total	**4.2800**	**16.3140**	**11.3770**	**0.0850**	**4.0281**	**0.1662**	**4.1943**	**1.0908**	**0.1599**	**1.2506**	**110.1459**	**8,718.5674**	**8,828.7133**	**8.7188**	**1.2144**	**9,408.5851**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**41.67**	**0.19**	**1.07**	**36.95**	**2.08**	**2.39**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2024	6/17/2024	5	56	
2	Site Preparation	Site Preparation	6/18/2024	6/24/2024	5	5	
3	Grading	Grading	6/25/2024	8/19/2024	5	40	
4	Building Construction	Building Construction	8/20/2024	8/20/2025	5	262	
5	Architectural Coating	Architectural Coating	2/3/2025	9/30/2025	5	172	
6	Paving	Paving	8/21/2025	9/30/2025	5	29	

Bridge Qume - Santa Clara County, Annual

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

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 120

Acres of Paving: 11.27

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,071,737; Non-Residential Outdoor: 357,246; Striped Parking Area: 29,444

OffRoad Equipment

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

Bridge Qume - Santa Clara County, Annual

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	5,756.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	625.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	600.00	234.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	120.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 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					0.6229	0.0000	0.6229	0.0943	0.0000	0.0943	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0628	0.5846	0.5518	1.0900e-003		0.0269	0.0269		0.0250	0.0250	0.0000	95.1889	95.1889	0.0266	0.0000	95.8547
Total	**0.0628**	**0.5846**	**0.5518**	**1.0900e-003**	**0.6229**	**0.0269**	**0.6498**	**0.0943**	**0.0250**	**0.1193**	**0.0000**	**95.1889**	**95.1889**	**0.0266**	**0.0000**	**95.8547**

Date: 2/21/2022 9:03 AM

Bridge Qume - Santa Clara County, Annual

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

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	6.0000e-003	0.3915	0.0914	1.7100e-003	0.0488	3.2000e-003	0.0520	0.0134	3.0600e-003	0.0165	0.0000	169.6192	169.6192	5.8200e-003	0.0269	177.7792
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	9.8000e-004	6.5000e-004	8.7900e-003	3.0000e-005	3.3300e-003	2.0000e-005	3.3500e-003	8.9000e-004	1.0000e-005	9.0000e-004	0.0000	2.5054	2.5054	7.0000e-005	7.0000e-005	2.5267
Total	**6.9800e-003**	**0.3922**	**0.1002**	**1.7400e-003**	**0.0522**	**3.2200e-003**	**0.0554**	**0.0143**	**3.0700e-003**	**0.0174**	**0.0000**	**172.1246**	**172.1246**	**5.8900e-003**	**0.0270**	**180.3059**

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					0.2663	0.0000	0.2663	0.0403	0.0000	0.0403	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0628	0.5846	0.5518	1.0900e-003		0.0269	0.0269		0.0250	0.0250	0.0000	95.1888	95.1888	0.0266	0.0000	95.8546
Total	**0.0628**	**0.5846**	**0.5518**	**1.0900e-003**	**0.2663**	**0.0269**	**0.2932**	**0.0403**	**0.0250**	**0.0653**	**0.0000**	**95.1888**	**95.1888**	**0.0266**	**0.0000**	**95.8546**

Bridge Qume - Santa Clara County, Annual

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

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	6.0000e-003	0.3915	0.0914	1.7100e-003	0.0467	3.2000e-003	0.0499	0.0129	3.0600e-003	0.0160	0.0000	169.6192	169.6192	5.8200e-003	0.0269	177.7792
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	9.8000e-004	6.5000e-004	8.7900e-003	3.0000e-005	3.1600e-003	2.0000e-005	3.1700e-003	8.4000e-004	1.0000e-005	8.6000e-004	0.0000	2.5054	2.5054	7.0000e-005	7.0000e-005	2.5267
Total	**6.9800e-003**	**0.3922**	**0.1002**	**1.7400e-003**	**0.0498**	**3.2200e-003**	**0.0530**	**0.0137**	**3.0700e-003**	**0.0168**	**0.0000**	**172.1246**	**172.1246**	**5.8900e-003**	**0.0270**	**180.3059**

3.3 Site Preparation - 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					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**6.6500e-003**	**0.0679**	**0.0458**	**1.0000e-004**	**0.0491**	**3.0700e-003**	**0.0522**	**0.0253**	**2.8300e-003**	**0.0281**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

Date: 2/21/2022 9:03 AM

Bridge Qume - Santa Clara County, Annual

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

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2684	0.2684	1.0000e-005	1.0000e-005	0.2707
Total	**1.1000e-004**	**7.0000e-005**	**9.4000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2684**	**0.2684**	**1.0000e-005**	**1.0000e-005**	**0.2707**

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					0.0210	0.0000	0.0210	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**6.6500e-003**	**0.0679**	**0.0458**	**1.0000e-004**	**0.0210**	**3.0700e-003**	**0.0241**	**0.0108**	**2.8300e-003**	**0.0136**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

Bridge Qume - Santa Clara County, Annual

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

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.4000e-004	0.0000	3.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2684	0.2684	1.0000e-005	1.0000e-005	0.2707
Total	**1.1000e-004**	**7.0000e-005**	**9.4000e-004**	**0.0000**	**3.4000e-004**	**0.0000**	**3.4000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2684**	**0.2684**	**1.0000e-005**	**1.0000e-005**	**0.2707**

3.4 Grading - 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					0.1844	0.0000	0.1844	0.0731	0.0000	0.0731	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0644	0.6475	0.5545	1.2400e-003		0.0267	0.0267		0.0246	0.0246	0.0000	109.0391	109.0391	0.0353	0.0000	109.9207
Total	**0.0644**	**0.6475**	**0.5545**	**1.2400e-003**	**0.1844**	**0.0267**	**0.2111**	**0.0731**	**0.0246**	**0.0977**	**0.0000**	**109.0391**	**109.0391**	**0.0353**	**0.0000**	**109.9207**

Date: 2/21/2022 9:03 AM

Bridge Qume - Santa Clara County, Annual

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

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	6.5000e-004	0.0425	9.9200e-003	1.9000e-004	5.3000e-003	3.5000e-004	5.6500e-003	1.4600e-003	3.3000e-004	1.7900e-003	0.0000	18.4177	18.4177	6.3000e-004	2.9200e-003	19.3037
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	9.4000e-004	6.2000e-004	8.3700e-003	3.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	1.0000e-005	8.6000e-004	0.0000	2.3861	2.3861	6.0000e-005	6.0000e-005	2.4064
Total	**1.5900e-003**	**0.0431**	**0.0183**	**2.2000e-004**	**8.4700e-003**	**3.7000e-004**	**8.8400e-003**	**2.3000e-003**	**3.4000e-004**	**2.6500e-003**	**0.0000**	**20.8037**	**20.8037**	**6.9000e-004**	**2.9800e-003**	**21.7101**

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					0.0788	0.0000	0.0788	0.0313	0.0000	0.0313	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0644	0.6475	0.5545	1.2400e-003		0.0267	0.0267		0.0246	0.0246	0.0000	109.0389	109.0389	0.0353	0.0000	109.9206
Total	**0.0644**	**0.6475**	**0.5545**	**1.2400e-003**	**0.0788**	**0.0267**	**0.1055**	**0.0313**	**0.0246**	**0.0558**	**0.0000**	**109.0389**	**109.0389**	**0.0353**	**0.0000**	**109.9206**

Bridge Qume - Santa Clara County, Annual

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

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	6.5000e-004	0.0425	9.9200e-003	1.9000e-004	5.0700e-003	3.5000e-004	5.4100e-003	1.4000e-003	3.3000e-004	1.7300e-003	0.0000	18.4177	18.4177	6.3000e-004	2.9200e-003	19.3037
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	9.4000e-004	6.2000e-004	8.3700e-003	3.0000e-005	3.0100e-003	2.0000e-005	3.0200e-003	8.0000e-004	1.0000e-005	8.2000e-004	0.0000	2.3861	2.3861	6.0000e-005	6.0000e-005	2.4064
Total	**1.5900e-003**	**0.0431**	**0.0183**	**2.2000e-004**	**8.0800e-003**	**3.7000e-004**	**8.4300e-003**	**2.2000e-003**	**3.4000e-004**	**2.5500e-003**	**0.0000**	**20.8037**	**20.8037**	**6.9000e-004**	**2.9800e-003**	**21.7101**

3.5 Building Construction - 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	0.0706	0.6453	0.7760	1.2900e-003		0.0294	0.0294		0.0277	0.0277	0.0000	111.2876	111.2876	0.0263	0.0000	111.9455
Total	**0.0706**	**0.6453**	**0.7760**	**1.2900e-003**		**0.0294**	**0.0294**		**0.0277**	**0.0277**	**0.0000**	**111.2876**	**111.2876**	**0.0263**	**0.0000**	**111.9455**

Date: 2/21/2022 9:03 AM

Bridge Qume - Santa Clara County, Annual

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

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	0.0120	0.5005	0.1546	2.2600e-003	0.0739	2.9700e-003	0.0769	0.0214	2.8400e-003	0.0242	0.0000	220.0417	220.0417	4.6400e-003	0.0323	229.7736
Worker	0.0675	0.0449	0.6026	1.8400e-003	0.2284	1.0800e-003	0.2295	0.0608	9.9000e-004	0.0617	0.0000	171.7988	171.7988	4.5500e-003	4.5200e-003	173.2589
Total	**0.0795**	**0.5453**	**0.7573**	**4.1000e-003**	**0.3024**	**4.0500e-003**	**0.3064**	**0.0821**	**3.8300e-003**	**0.0860**	**0.0000**	**391.8406**	**391.8406**	**9.1900e-003**	**0.0368**	**403.0325**

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	0.0706	0.6453	0.7760	1.2900e-003		0.0294	0.0294		0.0277	0.0277	0.0000	111.2874	111.2874	0.0263	0.0000	111.9454
Total	**0.0706**	**0.6453**	**0.7760**	**1.2900e-003**		**0.0294**	**0.0294**		**0.0277**	**0.0277**	**0.0000**	**111.2874**	**111.2874**	**0.0263**	**0.0000**	**111.9454**

Mitigated Construction Off-Site

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0120	0.5005	0.1546	2.2600e-003	0.0708	2.9700e-003	0.0738	0.0206	2.8400e-003	0.0235	0.0000	220.0417	220.0417	4.6400e-003	0.0323	229.7736
Worker	0.0675	0.0449	0.6026	1.8400e-003	0.2166	1.0800e-003	0.2177	0.0578	9.9000e-004	0.0588	0.0000	171.7988	171.7988	4.5500e-003	4.5200e-003	173.2589
Total	**0.0795**	**0.5453**	**0.7573**	**4.1000e-003**	**0.2874**	**4.0500e-003**	**0.2914**	**0.0785**	**3.8300e-003**	**0.0823**	**0.0000**	**391.8406**	**391.8406**	**9.1900e-003**	**0.0368**	**403.0325**

3.5 Building Construction - 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	0.1135	1.0350	1.3350	2.2400e-003		0.0438	0.0438		0.0412	0.0412	0.0000	192.4932	192.4932	0.0453	0.0000	193.6244
Total	**0.1135**	**1.0350**	**1.3350**	**2.2400e-003**		**0.0438**	**0.0438**		**0.0412**	**0.0412**	**0.0000**	**192.4932**	**192.4932**	**0.0453**	**0.0000**	**193.6244**

Unmitigated Construction Off-Site

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0203	0.8618	0.2632	3.8400e-003	0.1279	5.1300e-003	0.1330	0.0370	4.9100e-003	0.0419	0.0000	374.0395	374.0395	7.9300e-003	0.0547	390.5500
Worker	0.1100	0.0700	0.9789	3.0700e-003	0.3950	1.7900e-003	0.3968	0.1050	1.6500e-003	0.1067	0.0000	290.0920	290.0920	7.1600e-003	7.3300e-003	292.4551
Total	**0.1303**	**0.9318**	**1.2422**	**6.9100e-003**	**0.5228**	**6.9200e-003**	**0.5297**	**0.1420**	**6.5600e-003**	**0.1486**	**0.0000**	**664.1315**	**664.1315**	**0.0151**	**0.0621**	**683.0050**

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	0.1135	1.0350	1.3350	2.2400e-003		0.0438	0.0438		0.0412	0.0412	0.0000	192.4929	192.4929	0.0453	0.0000	193.6242
Total	**0.1135**	**1.0350**	**1.3350**	**2.2400e-003**		**0.0438**	**0.0438**		**0.0412**	**0.0412**	**0.0000**	**192.4929**	**192.4929**	**0.0453**	**0.0000**	**193.6242**

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

Bridge Qume - Santa Clara County, Annual

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

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	0.0203	0.8618	0.2632	3.8400e-003	0.1225	5.1300e-003	0.1276	0.0356	4.9100e-003	0.0406	0.0000	374.0395	374.0395	7.9300e-003	0.0547	390.5500
Worker	0.1100	0.0700	0.9789	3.0700e-003	0.3745	1.7900e-003	0.3763	0.1000	1.6500e-003	0.1017	0.0000	290.0920	290.0920	7.1600e-003	7.3300e-003	292.4551
Total	**0.1303**	**0.9318**	**1.2422**	**6.9100e-003**	**0.4969**	**6.9200e-003**	**0.5039**	**0.1357**	**6.5600e-003**	**0.1422**	**0.0000**	**664.1315**	**664.1315**	**0.0151**	**0.0621**	**683.0050**

3.6 Architectural Coating - 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	3.8280					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.0985	0.1556	2.6000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	21.9580	21.9580	1.2000e-003	0.0000	21.9879
Total	**3.8427**	**0.0985**	**0.1556**	**2.6000e-004**		**4.4300e-003**	**4.4300e-003**		**4.4300e-003**	**4.4300e-003**	**0.0000**	**21.9580**	**21.9580**	**1.2000e-003**	**0.0000**	**21.9879**

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

Bridge Qume - Santa Clara County, Annual

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

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	0.0228	0.0145	0.2029	6.4000e-004	0.0819	3.7000e-004	0.0822	0.0218	3.4000e-004	0.0221	0.0000	60.1155	60.1155	1.4800e-003	1.5200e-003	60.6051
Total	**0.0228**	**0.0145**	**0.2029**	**6.4000e-004**	**0.0819**	**3.7000e-004**	**0.0822**	**0.0218**	**3.4000e-004**	**0.0221**	**0.0000**	**60.1155**	**60.1155**	**1.4800e-003**	**1.5200e-003**	**60.6051**

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	3.8280					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.0985	0.1556	2.6000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	21.9580	21.9580	1.2000e-003	0.0000	21.9879
Total	**3.8427**	**0.0985**	**0.1556**	**2.6000e-004**		**4.4300e-003**	**4.4300e-003**		**4.4300e-003**	**4.4300e-003**	**0.0000**	**21.9580**	**21.9580**	**1.2000e-003**	**0.0000**	**21.9879**

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

Bridge Qume - Santa Clara County, Annual

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

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	0.0228	0.0145	0.2029	6.4000e-004	0.0776	3.7000e-004	0.0780	0.0207	3.4000e-004	0.0211	0.0000	60.1155	60.1155	1.4800e-003	1.5200e-003	60.6051
Total	**0.0228**	**0.0145**	**0.2029**	**6.4000e-004**	**0.0776**	**3.7000e-004**	**0.0780**	**0.0207**	**3.4000e-004**	**0.0211**	**0.0000**	**60.1155**	**60.1155**	**1.4800e-003**	**1.5200e-003**	**60.6051**

3.7 Paving - 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	0.0133	0.1244	0.2114	3.3000e-004		6.0700e-003	6.0700e-003		5.5800e-003	5.5800e-003	0.0000	29.0279	29.0279	9.3900e-003	0.0000	29.2626
Paving	0.0148					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1244**	**0.2114**	**3.3000e-004**		**6.0700e-003**	**6.0700e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**29.0279**	**29.0279**	**9.3900e-003**	**0.0000**	**29.2626**

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

Bridge Qume - Santa Clara County, Annual

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

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	4.2800e-003	1.0000e-005	1.7300e-003	1.0000e-005	1.7300e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.2670	1.2670	3.0000e-005	3.0000e-005	1.2773
Total	**4.8000e-004**	**3.1000e-004**	**4.2800e-003**	**1.0000e-005**	**1.7300e-003**	**1.0000e-005**	**1.7300e-003**	**4.6000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.2670**	**1.2670**	**3.0000e-005**	**3.0000e-005**	**1.2773**

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	0.0133	0.1244	0.2114	3.3000e-004		6.0700e-003	6.0700e-003		5.5800e-003	5.5800e-003	0.0000	29.0279	29.0279	9.3900e-003	0.0000	29.2626
Paving	0.0148					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1244**	**0.2114**	**3.3000e-004**		**6.0700e-003**	**6.0700e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**29.0279**	**29.0279**	**9.3900e-003**	**0.0000**	**29.2626**

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

Bridge Qume - Santa Clara County, Annual

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

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	4.2800e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6400e-003	4.4000e-004	1.0000e-005	4.4000e-004	0.0000	1.2670	1.2670	3.0000e-005	3.0000e-005	1.2773
Total	**4.8000e-004**	**3.1000e-004**	**4.2800e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6400e-003**	**4.4000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2670**	**1.2670**	**3.0000e-005**	**3.0000e-005**	**1.2773**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9356	15.6430	10.9508	0.0837	4.0281	0.1389	4.1670	1.0908	0.1325	1.2233	0.0000	8,214.9643	8,214.9643	0.3189	1.1042	8,551.9740
Unmitigated	0.9356	15.6430	10.9508	0.0837	4.0281	0.1389	4.1670	1.0908	0.1325	1.2233	0.0000	8,214.9643	8,214.9643	0.3189	1.1042	8,551.9740

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Bridge Qume - Santa Clara County, Annual

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

City Park	407.01	407.01	407.01	4,592,748	4,592,748
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	1,629.04	1,629.04	1629.04	5,633,211	5,633,211
Total	2,036.05	2,036.05	2,036.05	10,225,959	10,225,959

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	31.00	0.00	0.00	100.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.0000
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.0027
Unrefrigerated Warehouse-No Rail	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.0027

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					

Bridge Qume - Santa Clara County, Annual

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

Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	247.2674	247.2674	0.0400	4.8500e-003	249.7124
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	247.2674	247.2674	0.0400	4.8500e-003	249.7124
NaturalGas Mitigated	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396
NaturalGas Unmitigated	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.45785e+006	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396
Total		**0.0133**	**0.1205**	**0.1012**	**7.2000e-004**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**131.1602**	**131.1602**	**2.5100e-003**	**2.4000e-003**	**131.9396**

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

Bridge Qume - Santa Clara County, Annual

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

Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.45785e+006	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396
Total		**0.0133**	**0.1205**	**0.1012**	**7.2000e-004**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**131.1602**	**131.1602**	**2.5100e-003**	**2.4000e-003**	**131.9396**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	171756	15.8915	2.5700e-003	3.1000e-004	16.0486
Unrefrigerated Warehouse-No Rail	2.50072e+006	231.3759	0.0374	4.5400e-003	233.6638
Total		**247.2674**	**0.0400**	**4.8500e-003**	**249.7124**

Mitigated

Bridge Qume - Santa Clara County, Annual

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

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	171756	15.8915	2.5700e-003	3.1000e-004	16.0486
Unrefrigerated Warehouse-No Rail	2.50072e+006	231.3759	0.0374	4.5400e-003	233.6638
Total		**247.2674**	**0.0400**	**4.8500e-003**	**249.7124**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Unmitigated	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230

6.2 Area by SubCategory

Unmitigated

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8243					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Total	**3.2081**	**1.0000e-004**	**0.0111**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0216**	**0.0216**	**6.0000e-005**	**0.0000**	**0.0230**

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	0.3828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8243					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Total	**3.2081**	**1.0000e-004**	**0.0111**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0216**	**0.0216**	**6.0000e-005**	**0.0000**	**0.0230**

7.0 Water Detail

Bridge Qume - Santa Clara County, Annual

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

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	109.9692	4.3181	0.1030	248.6263
Unmitigated	137.1176	5.3976	0.1288	310.4355

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 6.1123	1.9794	3.2000e-004	4.0000e-005	1.9989
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000

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

Unrefrigerated Warehouse-No Rail	165.226 / 0	135.1382	5.3973	0.1288	308.4366
Total		**137.1176**	**5.3976**	**0.1288**	**310.4355**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.73945	1.8586	3.0000e-004	4.0000e-005	1.8770
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	132.181 / 0	108.1106	4.3178	0.1030	246.7493
Total		**109.9692**	**4.3181**	**0.1030**	**248.6263**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

Bridge Qume - Santa Clara County, Annual

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	68.2111	4.0312	0.0000	168.9900
Unmitigated	136.4221	8.0623	0.0000	337.9800

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.44	0.0893	5.2800e-003	0.0000	0.2213
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	671.62	136.3328	8.0570	0.0000	337.7587
Total		**136.4221**	**8.0623**	**0.0000**	**337.9800**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Bridge Qume - Santa Clara County, Annual

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

Land Use	tons	MT/yr			
City Park	0.22	0.0447	2.6400e-003	0.0000	0.1106
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	335.81	68.1664	4.0285	0.0000	168.8794
Total		**68.2111**	**4.0312**	**0.0000**	**168.9900**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	4	0.25	50	750	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1231	0.5504	0.3138	5.9000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	57.1196	57.1196	8.0100e-003	0.0000	57.3198
Total	**0.1231**	**0.5504**	**0.3138**	**5.9000e-004**		**0.0181**	**0.0181**		**0.0181**	**0.0181**	**0.0000**	**57.1196**	**57.1196**	**8.0100e-003**	**0.0000**	**57.3198**

11.0 Vegetation

Bridge Qume - Santa Clara County, Annual

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

Bridge Qume

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	714.49	1000sqft	16.40	714,491.00	0
Parking Lot	490.73	1000sqft	11.27	490,730.00	0
City Park	5.13	Acre	5.13	223,462.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City Park Proxy for Landscape

Construction Phase - Per construction timeline

Demolition -

Grading -

Vehicle Trips - City park proxy for truck trips

Construction Off-road Equipment Mitigation - Per BAAQMD rule compliance

Water Mitigation -

Waste Mitigation - Per AB939

Bridge Qume - Santa Clara County, Annual

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

Fleet Mix - City Park heavy-duty trucks

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstructionPhase	NumDays	30.00	56.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	45.00	40.00
tblConstructionPhase	NumDays	500.00	262.00
tblConstructionPhase	NumDays	35.00	172.00
tblConstructionPhase	NumDays	35.00	29.00
tblFleetMix	HHD	6.3770e-003	1.00
tblFleetMix	LDA	0.57	0.00
tblFleetMix	LDT1	0.06	0.00

Bridge Qume - Santa Clara County, Annual

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

tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.1580e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	2.7200e-003	0.00
tblFleetMix	MHD	8.0300e-003	0.00
tblFleetMix	OBUS	8.9300e-004	0.00
tblFleetMix	SBUS	9.0000e-004	0.00
tblFleetMix	UBUS	3.7200e-004	0.00
tblGrading	MaterialExported	0.00	5,000.00
tblLandUse	LandUseSquareFeet	714,490.00	714,491.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	750.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.25
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	4.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TTP	19.00	100.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	66.86

Bridge Qume - Santa Clara County, Annual

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

tblVehicleTrips	ST_TR	1.74	2.37
tblVehicleTrips	SU_TR	2.19	66.86
tblVehicleTrips	SU_TR	1.74	2.37
tblVehicleTrips	WD_TR	0.78	66.86
tblVehicleTrips	WD_TR	1.74	2.37

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2927	2.9261	2.8048	9.7700e-003	1.2197	0.0937	1.3135	0.2915	0.0873	0.3789	0.0000	908.9171	908.9171	0.1067	0.0667	931.4719
2025	4.1378	2.2045	3.1513	0.0104	0.6064	0.0616	0.6680	0.1642	0.0581	0.2223	0.0000	968.9930	968.9930	0.0725	0.0636	989.7624
Maximum	**4.1378**	**2.9261**	**3.1513**	**0.0104**	**1.2197**	**0.0937**	**1.3135**	**0.2915**	**0.0873**	**0.3789**	**0.0000**	**968.9930**	**968.9930**	**0.1067**	**0.0667**	**989.7624**

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					

Bridge Qume - Santa Clara County, Annual

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

2024	0.2927	2.9261	2.8048	9.7700e-003	0.7117	0.0937	0.8054	0.1769	0.0873	0.2642	0.0000	908.9167	908.9167	0.1067	0.0667	931.4715
2025	4.1378	2.2045	3.1513	0.0104	0.5762	0.0616	0.6378	0.1568	0.0581	0.2149	0.0000	968.9927	968.9927	0.0725	0.0636	989.7621
Maximum	**4.1378**	**2.9261**	**3.1513**	**0.0104**	**0.7117**	**0.0937**	**0.8054**	**0.1769**	**0.0873**	**0.2642**	**0.0000**	**968.9927**	**968.9927**	**0.1067**	**0.0667**	**989.7621**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**29.48**	**0.00**	**27.16**	**26.79**	**0.00**	**20.31**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-1-2024**	**6-30-2024**	1.1830	1.1830
2	**7-1-2024**	**9-30-2024**	1.0874	1.0874
3	**10-1-2024**	**12-31-2024**	0.9317	0.9317
4	**1-1-2025**	**3-31-2025**	1.8118	1.8118
5	**4-1-2025**	**6-30-2025**	2.3566	2.3566
6	**7-1-2025**	**9-30-2025**	2.1529	2.1529
		Highest	2.3566	2.3566

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	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Energy	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	378.4276	378.4276	0.0425	7.2500e-003	381.6520

Bridge Qume - Santa Clara County, Annual

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

Mobile	0.8503	4.6599	9.4563	0.0328	2.5501	0.0383	2.5884	0.6838	0.0363	0.7200	0.0000	3,159.7398	3,159.7398	0.1430	0.2946	3,251.1060
Stationary	0.1231	0.5504	0.3138	5.9000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	57.1196	57.1196	8.0100e-003	0.0000	57.3198
Waste						0.0000	0.0000		0.0000	0.0000	136.4221	0.0000	136.4221	8.0623	0.0000	337.9800
Water						0.0000	0.0000		0.0000	0.0000	52.4185	84.6990	137.1176	5.3976	0.1288	310.4355
Total	**4.1947**	**5.3309**	**9.8825**	**0.0341**	**2.5501**	**0.0656**	**2.6157**	**0.6838**	**0.0636**	**0.7474**	**188.8406**	**3,680.0076**	**3,868.8483**	**13.6535**	**0.4306**	**4,338.5163**

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	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Energy	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	378.4276	378.4276	0.0425	7.2500e-003	381.6520
Mobile	0.8503	4.6599	9.4563	0.0328	2.5501	0.0383	2.5884	0.6838	0.0363	0.7200	0.0000	3,159.7398	3,159.7398	0.1430	0.2946	3,251.1060
Stationary	0.1231	0.5504	0.3138	5.9000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	57.1196	57.1196	8.0100e-003	0.0000	57.3198
Waste						0.0000	0.0000		0.0000	0.0000	68.2111	0.0000	68.2111	4.0312	0.0000	168.9900
Water						0.0000	0.0000		0.0000	0.0000	41.9348	68.0344	109.9692	4.3181	0.1030	248.6263
Total	**4.1947**	**5.3309**	**9.8825**	**0.0341**	**2.5501**	**0.0656**	**2.6157**	**0.6838**	**0.0636**	**0.7474**	**110.1459**	**3,663.3430**	**3,773.4888**	**8.5429**	**0.4049**	**4,107.7171**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e

Bridge Qume - Santa Clara County, Annual

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

Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**41.67**	**0.45**	**2.46**	**37.43**	**5.98**	**5.32**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2024	6/17/2024	5	56	
2	Site Preparation	Site Preparation	6/18/2024	6/24/2024	5	5	
3	Grading	Grading	6/25/2024	8/19/2024	5	40	
4	Building Construction	Building Construction	8/20/2024	8/20/2025	5	262	
5	Architectural Coating	Architectural Coating	2/3/2025	9/30/2025	5	172	
6	Paving	Paving	8/21/2025	9/30/2025	5	29	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 120

Acres of Paving: 11.27

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,071,737; Non-Residential Outdoor: 357,246; Striped Parking Area: 29,444

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40

Bridge Qume - Santa Clara County, Annual

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

Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	5,756.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	625.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	600.00	234.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	120.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

Bridge Qume - Santa Clara County, Annual

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

3.2 Demolition - 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					0.6229	0.0000	0.6229	0.0943	0.0000	0.0943	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0628	0.5846	0.5518	1.0900e-003		0.0269	0.0269		0.0250	0.0250	0.0000	95.1889	95.1889	0.0266	0.0000	95.8547
Total	**0.0628**	**0.5846**	**0.5518**	**1.0900e-003**	**0.6229**	**0.0269**	**0.6498**	**0.0943**	**0.0250**	**0.1193**	**0.0000**	**95.1889**	**95.1889**	**0.0266**	**0.0000**	**95.8547**

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	6.0000e-003	0.3915	0.0914	1.7100e-003	0.0488	3.2000e-003	0.0520	0.0134	3.0600e-003	0.0165	0.0000	169.6192	169.6192	5.8200e-003	0.0269	177.7792
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	9.8000e-004	6.5000e-004	8.7900e-003	3.0000e-005	3.3300e-003	2.0000e-005	3.3500e-003	8.9000e-004	1.0000e-005	9.0000e-004	0.0000	2.5054	2.5054	7.0000e-005	7.0000e-005	2.5267
Total	**6.9800e-003**	**0.3922**	**0.1002**	**1.7400e-003**	**0.0522**	**3.2200e-003**	**0.0554**	**0.0143**	**3.0700e-003**	**0.0174**	**0.0000**	**172.1246**	**172.1246**	**5.8900e-003**	**0.0270**	**180.3059**

Bridge Qume - Santa Clara County, Annual

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

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					0.2663	0.0000	0.2663	0.0403	0.0000	0.0403	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0628	0.5846	0.5518	1.0900e-003		0.0269	0.0269		0.0250	0.0250	0.0000	95.1888	95.1888	0.0266	0.0000	95.8546
Total	**0.0628**	**0.5846**	**0.5518**	**1.0900e-003**	**0.2663**	**0.0269**	**0.2932**	**0.0403**	**0.0250**	**0.0653**	**0.0000**	**95.1888**	**95.1888**	**0.0266**	**0.0000**	**95.8546**

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	6.0000e-003	0.3915	0.0914	1.7100e-003	0.0467	3.2000e-003	0.0499	0.0129	3.0600e-003	0.0160	0.0000	169.6192	169.6192	5.8200e-003	0.0269	177.7792
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	9.8000e-004	6.5000e-004	8.7900e-003	3.0000e-005	3.1600e-003	2.0000e-005	3.1700e-003	8.4000e-004	1.0000e-005	8.6000e-004	0.0000	2.5054	2.5054	7.0000e-005	7.0000e-005	2.5267
Total	**6.9800e-003**	**0.3922**	**0.1002**	**1.7400e-003**	**0.0498**	**3.2200e-003**	**0.0530**	**0.0137**	**3.0700e-003**	**0.0168**	**0.0000**	**172.1246**	**172.1246**	**5.8900e-003**	**0.0270**	**180.3059**

Bridge Qume - Santa Clara County, Annual

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

3.3 Site Preparation - 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					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**6.6500e-003**	**0.0679**	**0.0458**	**1.0000e-004**	**0.0491**	**3.0700e-003**	**0.0522**	**0.0253**	**2.8300e-003**	**0.0281**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2684	0.2684	1.0000e-005	1.0000e-005	0.2707
Total	**1.1000e-004**	**7.0000e-005**	**9.4000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2684**	**0.2684**	**1.0000e-005**	**1.0000e-005**	**0.2707**

Date: 2/28/2022 2:32 PM

Bridge Qume - Santa Clara County, Annual

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

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					0.0210	0.0000	0.0210	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**6.6500e-003**	**0.0679**	**0.0458**	**1.0000e-004**	**0.0210**	**3.0700e-003**	**0.0241**	**0.0108**	**2.8300e-003**	**0.0136**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.4000e-004	0.0000	3.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2684	0.2684	1.0000e-005	1.0000e-005	0.2707
Total	**1.1000e-004**	**7.0000e-005**	**9.4000e-004**	**0.0000**	**3.4000e-004**	**0.0000**	**3.4000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2684**	**0.2684**	**1.0000e-005**	**1.0000e-005**	**0.2707**

Bridge Qume - Santa Clara County, Annual

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

3.4 Grading - 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					0.1844	0.0000	0.1844	0.0731	0.0000	0.0731	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0644	0.6475	0.5545	1.2400e-003		0.0267	0.0267		0.0246	0.0246	0.0000	109.0391	109.0391	0.0353	0.0000	109.9207
Total	**0.0644**	**0.6475**	**0.5545**	**1.2400e-003**	**0.1844**	**0.0267**	**0.2111**	**0.0731**	**0.0246**	**0.0977**	**0.0000**	**109.0391**	**109.0391**	**0.0353**	**0.0000**	**109.9207**

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	6.5000e-004	0.0425	9.9200e-003	1.9000e-004	5.3000e-003	3.5000e-004	5.6500e-003	1.4600e-003	3.3000e-004	1.7900e-003	0.0000	18.4177	18.4177	6.3000e-004	2.9200e-003	19.3037
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	9.4000e-004	6.2000e-004	8.3700e-003	3.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	1.0000e-005	8.6000e-004	0.0000	2.3861	2.3861	6.0000e-005	6.0000e-005	2.4064
Total	**1.5900e-003**	**0.0431**	**0.0183**	**2.2000e-004**	**8.4700e-003**	**3.7000e-004**	**8.8400e-003**	**2.3000e-003**	**3.4000e-004**	**2.6500e-003**	**0.0000**	**20.8037**	**20.8037**	**6.9000e-004**	**2.9800e-003**	**21.7101**

Bridge Qume - Santa Clara County, Annual

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

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					0.0788	0.0000	0.0788	0.0313	0.0000	0.0313	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0644	0.6475	0.5545	1.2400e-003		0.0267	0.0267		0.0246	0.0246	0.0000	109.0389	109.0389	0.0353	0.0000	109.9206
Total	**0.0644**	**0.6475**	**0.5545**	**1.2400e-003**	**0.0788**	**0.0267**	**0.1055**	**0.0313**	**0.0246**	**0.0558**	**0.0000**	**109.0389**	**109.0389**	**0.0353**	**0.0000**	**109.9206**

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	6.5000e-004	0.0425	9.9200e-003	1.9000e-004	5.0700e-003	3.5000e-004	5.4100e-003	1.4000e-003	3.3000e-004	1.7300e-003	0.0000	18.4177	18.4177	6.3000e-004	2.9200e-003	19.3037
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	9.4000e-004	6.2000e-004	8.3700e-003	3.0000e-005	3.0100e-003	2.0000e-005	3.0200e-003	8.0000e-004	1.0000e-005	8.2000e-004	0.0000	2.3861	2.3861	6.0000e-005	6.0000e-005	2.4064
Total	**1.5900e-003**	**0.0431**	**0.0183**	**2.2000e-004**	**8.0800e-003**	**3.7000e-004**	**8.4300e-003**	**2.2000e-003**	**3.4000e-004**	**2.5500e-003**	**0.0000**	**20.8037**	**20.8037**	**6.9000e-004**	**2.9800e-003**	**21.7101**

Bridge Qume - Santa Clara County, Annual

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

3.5 Building Construction - 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	0.0706	0.6453	0.7760	1.2900e-003		0.0294	0.0294		0.0277	0.0277	0.0000	111.2876	111.2876	0.0263	0.0000	111.9455
Total	**0.0706**	**0.6453**	**0.7760**	**1.2900e-003**		**0.0294**	**0.0294**		**0.0277**	**0.0277**	**0.0000**	**111.2876**	**111.2876**	**0.0263**	**0.0000**	**111.9455**

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	0.0120	0.5005	0.1546	2.2600e-003	0.0739	2.9700e-003	0.0769	0.0214	2.8400e-003	0.0242	0.0000	220.0417	220.0417	4.6400e-003	0.0323	229.7736
Worker	0.0675	0.0449	0.6026	1.8400e-003	0.2284	1.0800e-003	0.2295	0.0608	9.9000e-004	0.0617	0.0000	171.7988	171.7988	4.5500e-003	4.5200e-003	173.2589
Total	**0.0795**	**0.5453**	**0.7573**	**4.1000e-003**	**0.3024**	**4.0500e-003**	**0.3064**	**0.0821**	**3.8300e-003**	**0.0860**	**0.0000**	**391.8406**	**391.8406**	**9.1900e-003**	**0.0368**	**403.0325**

Mitigated Construction On-Site

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0706	0.6453	0.7760	1.2900e-003		0.0294	0.0294		0.0277	0.0277	0.0000	111.2874	111.2874	0.0263	0.0000	111.9454
Total	**0.0706**	**0.6453**	**0.7760**	**1.2900e-003**		**0.0294**	**0.0294**		**0.0277**	**0.0277**	**0.0000**	**111.2874**	**111.2874**	**0.0263**	**0.0000**	**111.9454**

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	0.0120	0.5005	0.1546	2.2600e-003	0.0708	2.9700e-003	0.0738	0.0206	2.8400e-003	0.0235	0.0000	220.0417	220.0417	4.6400e-003	0.0323	229.7736
Worker	0.0675	0.0449	0.6026	1.8400e-003	0.2166	1.0800e-003	0.2177	0.0578	9.9000e-004	0.0588	0.0000	171.7988	171.7988	4.5500e-003	4.5200e-003	173.2589
Total	**0.0795**	**0.5453**	**0.7573**	**4.1000e-003**	**0.2874**	**4.0500e-003**	**0.2914**	**0.0785**	**3.8300e-003**	**0.0823**	**0.0000**	**391.8406**	**391.8406**	**9.1900e-003**	**0.0368**	**403.0325**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1135	1.0350	1.3350	2.2400e-003		0.0438	0.0438		0.0412	0.0412	0.0000	192.4932	192.4932	0.0453	0.0000	193.6244
Total	**0.1135**	**1.0350**	**1.3350**	**2.2400e-003**		**0.0438**	**0.0438**		**0.0412**	**0.0412**	**0.0000**	**192.4932**	**192.4932**	**0.0453**	**0.0000**	**193.6244**

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	0.0203	0.8618	0.2632	3.8400e-003	0.1279	5.1300e-003	0.1330	0.0370	4.9100e-003	0.0419	0.0000	374.0395	374.0395	7.9300e-003	0.0547	390.5500
Worker	0.1100	0.0700	0.9789	3.0700e-003	0.3950	1.7900e-003	0.3968	0.1050	1.6500e-003	0.1067	0.0000	290.0920	290.0920	7.1600e-003	7.3300e-003	292.4551
Total	**0.1303**	**0.9318**	**1.2422**	**6.9100e-003**	**0.5228**	**6.9200e-003**	**0.5297**	**0.1420**	**6.5600e-003**	**0.1486**	**0.0000**	**664.1315**	**664.1315**	**0.0151**	**0.0621**	**683.0050**

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

Bridge Qume - Santa Clara County, Annual

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

Category	tons/yr										MT/yr					
Off-Road	0.1135	1.0350	1.3350	2.2400e-003		0.0438	0.0438		0.0412	0.0412	0.0000	192.4929	192.4929	0.0453	0.0000	193.6242
Total	**0.1135**	**1.0350**	**1.3350**	**2.2400e-003**		**0.0438**	**0.0438**		**0.0412**	**0.0412**	**0.0000**	**192.4929**	**192.4929**	**0.0453**	**0.0000**	**193.6242**

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	0.0203	0.8618	0.2632	3.8400e-003	0.1225	5.1300e-003	0.1276	0.0356	4.9100e-003	0.0406	0.0000	374.0395	374.0395	7.9300e-003	0.0547	390.5500
Worker	0.1100	0.0700	0.9789	3.0700e-003	0.3745	1.7900e-003	0.3763	0.1000	1.6500e-003	0.1017	0.0000	290.0920	290.0920	7.1600e-003	7.3300e-003	292.4551
Total	**0.1303**	**0.9318**	**1.2422**	**6.9100e-003**	**0.4969**	**6.9200e-003**	**0.5039**	**0.1357**	**6.5600e-003**	**0.1422**	**0.0000**	**664.1315**	**664.1315**	**0.0151**	**0.0621**	**683.0050**

3.6 Architectural Coating - 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					

Bridge Qume - Santa Clara County, Annual

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

Archit. Coating	3.8280					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.0985	0.1556	2.6000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	21.9580	21.9580	1.2000e-003	0.0000	21.9879
Total	**3.8427**	**0.0985**	**0.1556**	**2.6000e-004**		**4.4300e-003**	**4.4300e-003**		**4.4300e-003**	**4.4300e-003**	**0.0000**	**21.9580**	**21.9580**	**1.2000e-003**	**0.0000**	**21.9879**

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	0.0228	0.0145	0.2029	6.4000e-004	0.0819	3.7000e-004	0.0822	0.0218	3.4000e-004	0.0221	0.0000	60.1155	60.1155	1.4800e-003	1.5200e-003	60.6051
Total	**0.0228**	**0.0145**	**0.2029**	**6.4000e-004**	**0.0819**	**3.7000e-004**	**0.0822**	**0.0218**	**3.4000e-004**	**0.0221**	**0.0000**	**60.1155**	**60.1155**	**1.4800e-003**	**1.5200e-003**	**60.6051**

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					

Bridge Qume - Santa Clara County, Annual

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

Archit. Coating	3.8280					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.0985	0.1556	2.6000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	21.9580	21.9580	1.2000e-003	0.0000	21.9879
Total	**3.8427**	**0.0985**	**0.1556**	**2.6000e-004**		**4.4300e-003**	**4.4300e-003**		**4.4300e-003**	**4.4300e-003**	**0.0000**	**21.9580**	**21.9580**	**1.2000e-003**	**0.0000**	**21.9879**

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	0.0228	0.0145	0.2029	6.4000e-004	0.0776	3.7000e-004	0.0780	0.0207	3.4000e-004	0.0211	0.0000	60.1155	60.1155	1.4800e-003	1.5200e-003	60.6051
Total	**0.0228**	**0.0145**	**0.2029**	**6.4000e-004**	**0.0776**	**3.7000e-004**	**0.0780**	**0.0207**	**3.4000e-004**	**0.0211**	**0.0000**	**60.1155**	**60.1155**	**1.4800e-003**	**1.5200e-003**	**60.6051**

3.7 Paving - 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					

Bridge Qume - Santa Clara County, Annual

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

Off-Road	0.0133	0.1244	0.2114	3.3000e-004		6.0700e-003	6.0700e-003		5.5800e-003	5.5800e-003	0.0000	29.0279	29.0279	9.3900e-003	0.0000	29.2626
Paving	0.0148					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1244**	**0.2114**	**3.3000e-004**		**6.0700e-003**	**6.0700e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**29.0279**	**29.0279**	**9.3900e-003**	**0.0000**	**29.2626**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	4.2800e-003	1.0000e-005	1.7300e-003	1.0000e-005	1.7300e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.2670	1.2670	3.0000e-005	3.0000e-005	1.2773
Total	**4.8000e-004**	**3.1000e-004**	**4.2800e-003**	**1.0000e-005**	**1.7300e-003**	**1.0000e-005**	**1.7300e-003**	**4.6000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.2670**	**1.2670**	**3.0000e-005**	**3.0000e-005**	**1.2773**

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					

Bridge Qume - Santa Clara County, Annual

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

Off-Road	0.0133	0.1244	0.2114	3.3000e-004		6.0700e-003	6.0700e-003		5.5800e-003	5.5800e-003	0.0000	29.0279	29.0279	9.3900e-003	0.0000	29.2626
Paving	0.0148					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1244**	**0.2114**	**3.3000e-004**		**6.0700e-003**	**6.0700e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**29.0279**	**29.0279**	**9.3900e-003**	**0.0000**	**29.2626**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	4.2800e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6400e-003	4.4000e-004	1.0000e-005	4.4000e-004	0.0000	1.2670	1.2670	3.0000e-005	3.0000e-005	1.2773
Total	**4.8000e-004**	**3.1000e-004**	**4.2800e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6400e-003**	**4.4000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2670**	**1.2670**	**3.0000e-005**	**3.0000e-005**	**1.2773**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8503	4.6599	9.4563	0.0328	2.5501	0.0383	2.5884	0.6838	0.0363	0.7200	0.0000	3,159.7398	3,159.7398	0.1430	0.2946	3,251.1060
Unmitigated	0.8503	4.6599	9.4563	0.0328	2.5501	0.0383	2.5884	0.6838	0.0363	0.7200	0.0000	3,159.7398	3,159.7398	0.1430	0.2946	3,251.1060

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	342.99	342.99	342.99	911,398	911,398
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	1,693.34	1,693.34	1693.34	5,855,574	5,855,574
Total	2,036.33	2,036.33	2,036.33	6,766,972	6,766,972

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	0.00	0.00	100.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.0000
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.0027

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

Unrefrigerated Warehouse-No Rail	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.0027

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	247.2674	247.2674	0.0400	4.8500e-003	249.7124
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	247.2674	247.2674	0.0400	4.8500e-003	249.7124
NaturalGas Mitigated	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396
NaturalGas Unmitigated	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396

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					

Bridge Qume - Santa Clara County, Annual

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

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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.45785e+006	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396
Total		**0.0133**	**0.1205**	**0.1012**	**7.2000e-004**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**131.1602**	**131.1602**	**2.5100e-003**	**2.4000e-003**	**131.9396**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.45785e+006	0.0133	0.1205	0.1012	7.2000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	131.1602	131.1602	2.5100e-003	2.4000e-003	131.9396
Total		**0.0133**	**0.1205**	**0.1012**	**7.2000e-004**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**131.1602**	**131.1602**	**2.5100e-003**	**2.4000e-003**	**131.9396**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Bridge Qume - Santa Clara County, Annual

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

Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	171756	15.8915	2.5700e-003	3.1000e-004	16.0486
Unrefrigerated Warehouse-No Rail	2.50072e+006	231.3759	0.0374	4.5400e-003	233.6638
Total		**247.2674**	**0.0400**	**4.8500e-003**	**249.7124**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	171756	15.8915	2.5700e-003	3.1000e-004	16.0486
Unrefrigerated Warehouse-No Rail	2.50072e+006	231.3759	0.0374	4.5400e-003	233.6638
Total		**247.2674**	**0.0400**	**4.8500e-003**	**249.7124**

6.0 Area Detail

6.1 Mitigation Measures Area

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Unmitigated	3.2081	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230

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	0.3828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8243					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Total	**3.2081**	**1.0000e-004**	**0.0111**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0216**	**0.0216**	**6.0000e-005**	**0.0000**	**0.0230**

Mitigated

Bridge Qume - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8243					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0111	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0216	0.0216	6.0000e-005	0.0000	0.0230
Total	**3.2081**	**1.0000e-004**	**0.0111**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0216**	**0.0216**	**6.0000e-005**	**0.0000**	**0.0230**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			

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

Mitigated	109.9692	4.3181	0.1030	248.6263
Unmitigated	137.1176	5.3976	0.1288	310.4355

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 6.1123	1.9794	3.2000e-004	4.0000e-005	1.9989
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	165.226 / 0	135.1382	5.3973	0.1288	308.4366
Total		**137.1176**	**5.3976**	**0.1288**	**310.4355**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.73945	1.8586	3.0000e-004	4.0000e-005	1.8770

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

Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	132.181 / 0	108.1106	4.3178	0.1030	246.7493
Total		**109.9692**	**4.3181**	**0.1030**	**248.6263**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	68.2111	4.0312	0.0000	168.9900
Unmitigated	136.4221	8.0623	0.0000	337.9800

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Bridge Qume - Santa Clara County, Annual

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

Land Use	tons	MT/yr			
City Park	0.44	0.0893	5.2800e-003	0.0000	0.2213
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	671.62	136.3328	8.0570	0.0000	337.7587
Total		**136.4221**	**8.0623**	**0.0000**	**337.9800**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.22	0.0447	2.6400e-003	0.0000	0.1106
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	335.81	68.1664	4.0285	0.0000	168.8794
Total		**68.2111**	**4.0312**	**0.0000**	**168.9900**

9.0 Operational Offroad

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

Bridge Qume - Santa Clara County, Annual

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	4	0.25	50	750	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1231	0.5504	0.3138	5.9000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	57.1196	57.1196	8.0100e-003	0.0000	57.3198
Total	**0.1231**	**0.5504**	**0.3138**	**5.9000e-004**		**0.0181**	**0.0181**		**0.0181**	**0.0181**	**0.0000**	**57.1196**	**57.1196**	**8.0100e-003**	**0.0000**	**57.3198**

11.0 Vegetation

Appendix B

2030 Greenhouse Gas Reduction Strategy Checklist

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT

Purpose of the Compliance Checklist

In 2020, the City adopted a Greenhouse Gas Reduction Strategy (GHGRS) that outlines the actions the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions for the interim target year 2030. The purpose of the Greenhouse Gas Reduction Strategy Compliance Checklist (Checklist) is to:

- Implement GHG reduction strategies from the 2030 GHGRS to new development projects.
- Provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

The 2030 GHGRS presents the City's comprehensive path to reduce GHG emissions to achieve the 2030 reduction target, based on SB 32, BAAQMD, and OPR. Additionally, the 2030 GHGRS leverages other important City plans and policies; including the General Plan, Climate Smart San José, and the City Municipal Code in identifying reductions strategies that achieve the City's target. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases. Accordingly, the City of San José's 2030 GHGRS represents San José's qualified climate action plan in compliance with CEQA.

As described in the 2030 GHGRS, these GHG reductions will occur through a combination of City initiatives in various plans and policies and will provide reductions from both existing and new developments. This Compliance Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the Checklist is a critical implementation tool in the City's overall strategy to reduce GHG emissions. Implementation of applicable reduction actions in new development projects will help the City achieve incremental reductions toward its target. Per the 2030 GHGRS, the City will monitor strategy implementation and make updates, as necessary, to maintain an appropriate trajectory to the 2030 GHG target.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the GHGRS.

Instructions for Compliance Checklist

Applicants shall complete the following sections to demonstrate conformance with the City of San José 2030 Greenhouse Gas Reduction Strategy for the proposed project. All projects must complete Section A. General Plan Policy Conformance and Section B. Greenhouse Gas Reduction Strategies. Projects that propose alternative GHG mitigation measures must also complete Section C. Alternative Project Measures and Additional GHG Reductions.

A. General Plan Policy Compliance

Projects need to demonstrate consistency with the Envision San José 2040 General Plan's relevant policies for Land Use & Design, Transportation, Green Building, and Water Conservation, enumerated in Table A. All applicants shall complete the following steps.

1. Complete Table A, Item #1 to demonstrate the project's consistency with the General Plan Land Use and Circulation Diagram.

2. Complete Table A, Items #2 through #4 to demonstrate the project's consistency with General Plan policies[1] related to green building; pedestrian, bicycle & transit site design; and water conservation and urban forestry, as applicable. For each policy listed, mark the relevant yes/no check boxes to indicate project consistency, and provide a qualitative description of how the policy is implemented in the proposed project or why the policy is not applicable to the proposed project. Qualitative descriptions can be included in Table A or provided as separate attachments. This explanation will provide the basis for analysis in the CEQA document.

B. Greenhouse Gas Reduction Strategies

Table B identifies the GHGRS strategies and recommended consistency options. Projects need to demonstrate consistency with the GHGRS reduction strategies listed in Table B or document why the strategies are not applicable or are infeasible. The corresponding GHGRS strategies are indicated in the table to provide additional context, with the full text of the strategies preceding Table B.

Residential projects must complete Table B, Part 1 and 2; Non-residential projects must complete Table B, Part 2 only. All applicants shall complete the following steps for Table B.

1. Review the project consistency options described in the column titled 'GHGRS Strategy and Consistency Options'.
2. Use the check boxes in the column titled "Project Conformance" to indicate if the strategy is 'Proposed', 'Not Applicable', 'Not Feasible', or if there is an 'Alternative Measure Proposed'.

[1]The lists in items # 2-4 do not represent all General Plan policies but allow projects to demonstrate consistency and achievement of policies that are related to quantified reduction estimates in the 2030 GHGRS.

3. Provide a qualitative analysis of the proposed project's compliance with the GHGRS strategies in the column titled "Description of Project Measure". This will be the basis for CEQA analysis to demonstrate compliance with the 2030 GHGRS and by extension, with SB
   32. The qualitative analysis should provide:

   a. A description of which consistency options are included as part of the proposed project, or

   b. A description of why the strategy is not applicable to the proposed project, or

   c. A description of why the consistency options are infeasible. If applicants select 'Not Feasible' or 'Alternative Measure Proposed', they must complete Table C to document what alternative project measures will be implemented to achieve a similar level of greenhouse gas reduction and how those reduction estimates were calculated.

C. Alternative Project Measures and Additional GHG Reductions

Projects that propose alternative GHG mitigation measures to those identified in Table B or propose to include additional GHG mitigation measures beyond those described in Tables A and B, shall provide a summary explanation of the proposed measures and demonstrate efficiency or greenhouse gas reductions achievable though the proposed measures. Documentation for these alternative or additional project measures shall be documented in Table C. Any applicants who select 'Not Feasible' or 'Alternative Measure Proposed' in Table B must complete the following steps for Table C.

1. In the column titled "Description of Proposed Measure" provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.

2. In the column titled "Description of GHG Reduction Estimate" demonstrate how the alternative project measure would achieve the same or greater level of greenhouse gas reductions as the GHGRS strategy it replaces. Documentation or calculation files can be attached separately.

3. In the column titled "Proposed Measure Implementation" identify how the measure will be implemented: incorporated as part of the project design or as an additional measure that is not part of the project (e.g., purchase of carbon offsets).

Compliance Checklist

Evaluation of Project Conformance with the 2030 Greenhouse Gas Reduction Strategy

Table A: General Plan Consistency

Development Type: ☐ Commercial ☐ Residential ☐ Office ☒ Other: Light Industrial/Warehouse

1) Consistency with the Land Use/Transportation Diagram (Land Use and Density)	Yes	No
Is the proposed Project consistent with the Land Use/Transportation Diagram?	☒	☐
If not, and the proposed project includes a General Plan Amendment, does the proposed amendment decrease GHG emissions (in absolute terms or per capita, per employee, per service population) below the level assumed in the GHGRS based on the existing planned land use? (The project could have a higher density, mix of uses, or other features that would reduce GHG emissions compared to the planned land use).[2]	☐	☐
If not, would the proposed project and the General Plan Amendment increase GHG emissions (in absolute terms or per capita, per employee, per service population)? Project is not consistent with GHGRS and further modeling will be required to determine if additional mitigation measures are necessary.	☐	☐

Response documentation:

The proposed project is consistent with the Land Use/Transportation Diagram.

[2] For example, a General Plan Amendment to change use from single-family residential to multi-family residential or a General Plan Amendment to change the use from regional-serving commercial to mixed-use urban in a transit-served area might reduce travel demand, and therefore GHG emissions from mobile sources.

2) Implementation of Green Building Measures	Yes	No
***MS-2.2**: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would be solar-ready by including building roof space for a "Future PV Array" per California Code. The project would also enroll in San José Clean Energy (SJCE) TotalGreen program which includes 100 percent renewable energy. Additionally the project would meet U.S. Green Building Council LEED Silver requirements through various credits related to optimized energy performance and other sustainable features.*		
***MS-2.3**: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would comply with the latest energy efficiency standards. The State goal is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CalGreen requirements. Additionally, the project would be enrolled in San José Clean Energy (SJCE) Total Green program which includes 100 percent renewable energy and meet LEED Silver requirements.*		
***MS-2.7**: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. Future tenants within the project would be able to take advantage of incentives that are in place at the time of construction.*		
***MS-2.11**: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The State goal is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CalGreen requirements to reduce energy use. The project would also meet the LEED Silver requirements.*		
***MS-16.2**: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would be solar-ready by ensuring roof space for a "Future PV Array" per California Code. Additionally, the project would be enrolled in San José Clean Energy (SJCE) TotalGreen program which includes 100 percent renewable energy.*		

3) Pedestrian, Bicycle & Transit Site Design Measures	**Yes**	**No**
***CD-2.1**: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of the Envision San José 2040 General Plan.*	☒	☐
a) Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.	☒	☐
b) Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.	☒	☐
c) Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The proposed project is in an industrial area. There are existing Class II bike lanes on both sides of Lundy Avenue and McKay Drive that will remain. The project would not alter existing bike lanes but would construct 10-foot wide City standard attached sidewalks along Qume Drive, Commerce Drive, and McKay Drive project frontages. Additionally, the proposed project would include 21 bicycle parking spaces, a Class I bike lane on site connecting McKay Drive to Qume Drive, as well as bicycle and pedestrian access on the driveways. Additionally, the project would include Tier 2 multi-modal infrastructure that would construct an internal bicycle/pedestrian pathway connecting the cul-de-sacs at McKay Drive/Automation Parkway and Commerce Drive. Finally, the project would reduce roadway widths along Qume Drive and Commerce Drive to XX-feet to reduce vehicle speeds and promote pedestrian and bicyclist safety.*		
***CD-2.5**: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The proposed project would include landscaping and landscaped shading of the parking areas and walkways. Approximately 21 percent of the site would be landscaped, resulting in a total of 14 percent pervious area on site. The project would comply with all applicable stormwater regulations.*		
***CD-2.11**: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.*	☐	☐
Not Applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. *The proposed project is not located within the Downtown or Urban Village Overlay areas.*		
***CD-3.2**: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.*	☒	☐

Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *There are existing Class II bike lanes on both sides of Lundy Avenue and McKay Drive that will remain. The project would not alter existing bike lanes but would construct 10-foot wide City standard attached sidewalks along Qume Drive, Commerce Drive, and McKay Drive project frontages. Additionally, the proposed project would include 21 bicycle parking spaces, a Class I bike lane on site connecting McKay Drive to Qume Drive, as well as bicycle and pedestrian access on the driveways. Additionally, the project would include Tier 2 multi-modal infrastructure that would construct an internal bicycle/pedestrian pathway connecting the cul-de-sacs at McKay Drive/Automation Parkway and Commerce Drive.*		
***CD-3.4**: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *As discussed above, the proposed project would include bicycle parking spaces as well as access for bicyclists and pedestrian to access the site. The Project would improve pedestrian sidewalks along Qume Drive, Commerce Drive, and McKay Drive. Additionally, the project would include Tier 2 multi-modal infrastructure that would construct an internal bicycle/pedestrian pathway connecting the cul-de-sacs at McKay Drive/Automation Parkway and Commerce Drive. This would promote safety and encourage employees to use alternative sources of transportation.*		
***LU-3.5**: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.*	☒	☐
Not applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. *The project is not located in the Downtown area.*		
***TR-2.8:** Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project includes connections to existing bicycle lane facilities, proposes bicycle parking and storage for employees and visitors, and would construct an internal bicycle pathway connecting the cul-de-sacs at McKay Drive/Automation Parkway and Commerce Drive.*		
***TR-7.1:** Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would include pedestrian improvements to the existing facilities along the project frontages on Commerce Drive, Qume Drive, and McKay Drive. These improvements would include installing 10-foot wide sidewalks for improved pedestrian access and safety and a Tier 2 multi-modal infrastructure that would construct an internal bicycle/pedestrian pathway connecting the cul-de-sacs at McKay Drive/Automation Parkway and Commerce Drive The Project would also reduce roadway width of Qume Drive and Commerce Drive to reduce*		

vehicle speeds and promote bicycle safety. Bicycle storage for employees and visitors would be provided on site. Additionally, the Project is within 0.25-miles of VTA bus stops along Lundy Avenue.		
TR-8.5: *Promote participation in car share programs to minimize the need for parking spaces in new and existing development.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would be located near existing transit and bicycle facilities which would encourage alternative transportation. Additionally, the project includes bike parking spaces.*		

4) Water Conservation and Urban Forestry Measures	Yes	No
***MS-3.1**: Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and developer-installed residential development unless for recreation needs or other area functions.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The proposed Project would comply with the State's Model Water Efficient Landscape Ordinance and the City's Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code). Project landscaping would include all water efficient landscaping.*		
***MS-3.2**: Promote the use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project includes low-flow fixtures and appliances. These measures are required by City Code. The project would comply with measures to increase water efficiency and green building techniques per building codes and would connect to recycled water pipelines for landscape irrigation. The project would also meet LEED Silver requirements.*		
***MS-19.4**: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The City provides recycled water in the vicinity of the project site. The project would utilize recycled water for the outdoor landscaping based on availability.*		
***MS-21.3**: Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would comply with City landscaping requirements through plan check and design review processes. This would include water-efficient landscaping, pest resistance, and diversity requirements. The project proposes a variety of plant species, including nine tree species, 14 shrub species, and 6 groundcover species.*		
***MS-26.1**: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. *The project would comply with City landscaping requirements including planting of site and street trees, and payment of applicable tree removal fees.*		
***ER-8.7**: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

The Municipal Regional Permit (MRP) allows development projects to use infiltration, evapotranspiration, harvesting and use, or biotreatment to treat full water quality design flow or volume of stormwater runoff, as specified in MRP Provision C.3.d. Project applicants are no longer required to evaluate the feasibility of infiltration of rainwater harvesting and use before proceeding to biotreatment. If a project applicant desires to use rainwater harvesting systems to meet LID treatment requirements, there must be sufficient demand on the project site to use the water quality design volume, i.e., 80% of the average annual rainfall runoff, from the collection area. Appendix I from SCVURPPP provides guidance on how to estimate the required landscaping or toilet flushing demand to meet C.3.d requirements. If the project appears to have sufficient demand for captured rainwater, Appendix I provides guidance on sizing the cistern (or other storage facility) to achieve the appropriate combination of drawdown time and cistern volume. The Project would comply with all MRP requirements and incorporate measures to minimize stormwater runoff. Proposed features include landscape design elements, pervious parking areas and walkways, source control measures, and on-site bioretention.

GHGRS Strategies

GHGRS #1: The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

GHGRS #2: The City will implement its building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the city's new construction toward zero net carbon (ZNC) buildings.

GHGRS #3: The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José goal of becoming a one-gigawatt solar city.

GHGRS #4: The City will support a transition to building decarbonization through increased efficiency improvements in the existing building stock and reduced use of natural gas appliances and equipment.

GHGRS #5: As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

GHGRS #6: The City will continue to be a partner in the Caltrain Modernization Project to enhance local transit opportunities while simultaneously improving the city's air quality.

GHGRS #7: The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

Table B: 2030 Greenhouse Gas Reduction Strategy Compliance

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
PART 1: RESIDENTIAL PROJECTS ONLY		
Zero Net Carbon Residential Construction 1. Achieve/exceed the City's Reach Code, and 2. Exclude natural gas infrastructure in new construction, or 3. Install on-site renewable energy systems or participate in a community solar program to offset 100% of the project's estimated energy demand, or 4. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project until which time SJCE achieves 100% carbon-free electricity for all accounts. **Supports Strategies:** GHGRS #1, GHGRS #2, GHGRS #3	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.*	☐Proposed ☒Not Applicable ☐Not Feasible* ☐Alternative Measure Proposed **The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.*
PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS		
Renewable Energy Development 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. **Supports Strategies**: GHGRS #1, GHGRS #3	**Consistent.** The project would be enrolled in San José Clean Energy (SJCE) TotalGreen program which includes 100 percent renewable energy.	☐See Part 1 (Residential projects only) ☒Proposed ☐Not Applicable ☐Not Feasible ☐Alternative Measure Proposed

Building Retrofits – Natural Gas[3] This strategy only applies to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select "Not Applicable" in the Project Conformance column. 1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or 2. Replace an existing natural gas appliance with a high-efficiency model **Supports Strategies:** GHGRS #4	**Not Applicable.** The project does not include a retrofit. Therefore, this strategy is not applicable to the project.	☐Proposed ☒Not Applicable ☐Not Feasible ☐Alternative Measure Proposed
Zero Waste Goal 1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or 2. Exceed the City's construction & demolition waste diversion requirement. **Supports Strategies:** GHGRS #5	**Consistent.** The proposed development includes an exterior trash enclosure with space for recycling and organic waste collection. Additionally, construction and demolition waste would be diverted to exceed City requirements. At least 75 percent of construction and demolition waste and 100 percent of metal would be recycled. Additionally, all concrete and asphalt would be crushed for onsite reuse.	☒Proposed ☐Not Applicable ☐Not Feasible ☐Alternative Measure Proposed
Caltrain Modernization 1. For projects located within ½ mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes or 2. Develop a program that provides project tenants and/or residents with options to reduce their vehicle miles traveled (e.g., a TDM program), which could include transit passes, bike lockers and showers, or other strategies to reduce project related VMT. **Supports Strategies:** GHGRS #6	**Not Applicable.** The proposed project is not located within ½ mile of a Caltrain station. Therefore, this strategy is not applicable to the project. However, the project proposes a TDM program with bike storage and parking, onsite bicycle paths, and connections to existing bike facilities along Qume Drive and Commerce Drive to reduce VMT.	☐Proposed ☒Not Applicable ☐Not Feasible ☐Alterative Measure Proposed

[3] GHGRS Strategy #4 applies to existing building retrofits and not to new construction; Strategy #2 applies to new construction to reduce natural gas related GHG emissions.

Water Conservation 1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or 2. Provide access to reclaimed water for outdoor water use on the project site. **Supports Strategies:** GHGRS #7	**Proposed**. The proposed project would comply with water conservation per the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project would include low flow appliances and fixtures. The project would also comply with the City's Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code) and landscape irrigation would connect to existing recycled water pipelines on site.	☒Proposed ☐Not Applicable ☐Not Feasible ☐Alternative Measure Proposed