

**APPENDIX H**  
**GREENHOUSE GAS REPORT**

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August 30, 2019  
Project No: 18-06879

Andrew Metzger  
Circlepoint  
200 Webster Street, Suite 200  
Oakland, California 94607  
Via email: a.metzger@circlepoint.com

**Subject: 1095 Rollins Road Apartment Development IS-MND, Greenhouse Gas Letter Report,  
1095 Rollins Road, Burlingame, California, 94010**

Dear Mr. Metzger:

This letter report analyzes the potential greenhouse gas (GHG) impacts of the proposed apartment development at 1095 Rollins Road in Burlingame, California. Rincon Consultants, Inc. (Rincon) prepared this letter report under contract to Circlepoint to support California Environmental Quality Act (CEQA) documentation for a Mitigated Negative Declaration (IS-MND). This analysis considers both temporary and long-term GHG impacts and demonstrates that project construction and operation would not result in a significant GHG impact. This assessment is based on significance thresholds and methodologies in the California 2017 Scoping Plan Update.

## Project Location

The project site is a 1.08-acre property comprising two assessor's parcels, located at 1095 Rollins Road in Burlingame, California (Assessor Parcel Numbers 026-231-250 and 026-231-260). The project site currently contains a restaurant on the western portion of the site and elevated tennis courts located on top of a parking structure on the eastern portion of the site. The project site is bound by a gas station to the west, Rollins Road and U.S. 101 (Bayshore Freeway) to the north, a City utility station to the east, and a multi-family residential complex (Northpark Apartments) to the south and east.

## Project Description

The project would include demolition of all existing structures on-site and construction of a six-story, 150-unit multi-family residential apartment building. Ten percent of units would be designated as affordable housing for moderate-income households. The building would also include a one-level subterranean garage with 192 parking spaces in traditional and stacked parking configurations. The building would include multiple roof decks with barbecues and fire pits, a programmed courtyard with bocce ball court, a fitness center, clubhouse, bicycle parking, and on-site storage. Access to the site would be provided via an entrance and exit along Rollins Road. See Attachment A for the project site plan.



## Climate Change and Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills.

Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and SF<sub>6</sub>.<sup>1</sup> Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH<sub>4</sub> has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC]).<sup>2</sup>

## Regulatory Setting

### *Assembly Bill 32*

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires the California Air Resources Board (CARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons of carbon dioxide-equivalent (MMT CO<sub>2</sub>e). The Scoping Plan was approved in 2008 and included measures to address GHG emission reduction strategies related to energy efficiency, water, recycling and solid waste. CARB has approved two updates to the Scoping Plan in 2014 and 2017. These set the groundwork to reach post-2020 statewide goals.<sup>3</sup>

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<sup>1</sup> United States Environmental Protection Agency (U.S. EPA). 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016. U. S. EPA #430-R-18-003. April 2018. [https://www.epa.gov/sites/production/files/2018-01/documents/2018\\_complete\\_report.pdf](https://www.epa.gov/sites/production/files/2018-01/documents/2018_complete_report.pdf)

<sup>2</sup> Intergovernmental Panel on Climate Change (IPCC). 2007. Summary for Policymakers. In: Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change.

<sup>3</sup> California Air Resources Board (CARB). 2019. AB 32 Scoping Plan. Updated January 2018. Accessed August 2019 at <https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>



### *Senate Bill 32*

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target.<sup>4</sup> The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 1383 for solid waste reduction. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with statewide per capita goals of 6 MT CO<sub>2</sub>e by 2030 and 2 MT CO<sub>2</sub>e by 2050.<sup>5</sup> As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.<sup>6</sup>

### *Senate Bill 100*

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

### *Executive Order B-55-18*

On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

## Methodology

Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude and nature of the project's potential GHG emissions and environmental effects. The analysis focuses on CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these make up 98.9 percent of all GHG emissions by volume and are the GHG emissions that the project would emit in the largest quantities.<sup>7</sup> Fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, were also considered for the analysis. However, since fluorinated gases are primarily associated with industrial processes, and the proposed project involves a residential use, the quantity of fluorinated gases would not be significant. Small amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would also be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. Emissions of all GHGs are converted into their equivalent GWP in MT of CO<sub>2</sub>e. Calculations

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<sup>4</sup> CARB. 2017. California's 2017 Climate Change Scoping Plan. December 14, 2017. Available at: [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

<sup>5</sup> CARB. 2017.

<sup>6</sup> CARB. 2017.

<sup>7</sup> IPCC. 2007.



are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper.<sup>8</sup> GHG emissions associated with the project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (see Attachment B for CalEEMod worksheets).

### *Construction Emissions*

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commute vehicles of construction workers. Smaller amounts of GHGs are also emitted indirectly through the energy use embodied in any water use for fugitive dust control and lighting for construction activity. Every phase of the construction process, including demolition, grading, paving, and building, emits GHG emissions in volumes proportional to the quantity and type of construction equipment used. Heavier equipment typically emits more GHGs per hour of use than lighter equipment due to greater fuel consumption and engine design.

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* technical advisory, "more study is needed to make this assessment or to develop separate thresholds for construction activity".<sup>9</sup> The Association of Environmental Professionals (AEP) Climate Change Committee white paper *Beyond Newhall and 2020* recommends evaluating construction emissions using one of two methods<sup>10</sup>:

1. **Using Best Management Practices (BMPs).** Construction-related emissions would be less than significant if a project implements all feasible BMPs, including using alternatively-fueled vehicles, reducing worker trips, and sourcing construction materials from local sources when possible (without substantial cost implications).
2. **Amortizing Construction Emissions over the Operational Lifetime.** Construction-related emissions are quantified and amortized over the lifetime of a project. The amortized construction emissions are added to the operational emissions to calculate the total annual emissions. If the annual emissions are below quantitative thresholds, construction-related GHG emissions would be less than significant.

This analysis utilizes the second option for evaluating construction emissions. Neither the City nor the regional air district (Bay Area Air Quality Management District [BAAQMD]) have an adopted threshold of significance for construction-related GHG emissions, although the BAAQMD recommends quantifying emissions and disclosing GHG construction emissions.<sup>11</sup> Therefore, construction-related GHG emissions were amortized over a 30-year period as recommended by the South Coast Air Quality Management

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<sup>8</sup> California Air Pollution Control Officers Association (CAPCOA). 2008 *CEQA and Climate Change*. <http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf> (accessed July 2019).

<sup>9</sup> CAPCOA. 2008.

<sup>10</sup> Association of Environmental Professionals (AEP). 2016. *Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. Available at: [https://califaep.org/docs/AEP-2016\\_Final\\_White\\_Paper.pdf](https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf)

<sup>11</sup> BAAQMD. 2017. *CEQA Air Quality Guidelines*. Available at: [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en)



District (SCAQMD) to determine the annual construction-related GHG emissions over the life of the project.

### *Operational Emissions*

CalEEMod calculates operational emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O associated with energy use, area sources, waste generation, water use and conveyance. CalEEMod also calculates emissions of CO<sub>2</sub> and CH<sub>4</sub> generated by project-generated vehicle trips (i.e., mobile sources). However, CalEEMod does not calculate N<sub>2</sub>O emissions from mobile sources; therefore, N<sub>2</sub>O emissions were quantified separately using guidance from CARB (see *Mobile Source Emissions* for a detailed discussion of methodology).

### *Energy Use Emissions*

Project design features such as use of energy efficient appliances, high efficiency lighting, smart irrigation systems and low flow fixtures have been incorporated into CalEEMod in conformance with the 2016 CalGreen Building Standards. New energy and water reduction requirements were not incorporated in CalEEMod, including residential energy efficiency improvements and indoor water use efficiency improvements per the 2016 Title 24 Building Energy Efficiency Standards. Similarly, ten electric vehicle spaces planned for the project parking area are not incorporated in CalEEMod. Therefore, energy, water, and transportation emissions are a conservative estimate.

The project would be served by Pacific Gas and Electric (PG&E). Therefore, PG&E's specific energy intensity factors (i.e., the amount of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O per kilowatt-hour) are used in the calculations of GHG emissions. PG&E had renewable energy procurement of 14.1 percent in 2009.<sup>12</sup> Per SB 100, the statewide Renewable Portfolio Standard (RPS) Program requires electricity providers to increase procurement from eligible renewable energy sources to 33 percent by 2020, 44 percent by 2024 and 60 percent by 2030. However, the default energy intensity factors included in CalEEMod are based on data from 2009. Therefore, the 2009 PG&E intensity factor of 641 pounds per megawatt hour (MWh) for CO<sub>2</sub>e was used to calculate energy intensity in 2030 in compliance with the RPS Program (see Attachment C). This 2030 energy factor was included in CalEEMod for the proposed project scenario.

### *Mobile Source Emissions*

N<sub>2</sub>O emissions were quantified using guidance from CARB (see Attachment D for calculations).<sup>13</sup> CalEEMod does not list the percentage breakdown of gasoline and diesel vehicles used in the model's fleet mixes. To determine this percentage, the CARB Emissions Factors (EMFAC) 2014 Emissions Inventory obtained in a spreadsheet output for the San Mateo County region for the operational year<sup>14</sup>, using EMFAC 2011 categories.<sup>15</sup> The vehicle population totals for gasoline and for diesel vehicles were separately summed, and the total for each was divided by the overall total vehicles to determine their percentage. The percentage of gasoline vehicles was multiplied by the NO<sub>x</sub> emissions output from CalEEMod. This result was then multiplied by 4.16 percent and converted to MT to result in MT of N<sub>2</sub>O

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<sup>12</sup> California Public Utilities Commission (CPUC). 2011. Renewables Portfolio Standard Quarterly Report. 1st Quarter 2011. Available at: <http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=5858>

<sup>13</sup> CARB. 2013. Mobile Source Emission Inventory – EMFAC2011 Frequently Asked Questions. January. Available at: <https://www.arb.ca.gov/msei/emfac2011-faq.htm>

<sup>14</sup> 2030, the project operational year for evaluating consistency with SB 32, as described in *Methods* above.

<sup>15</sup> CARB. 2019. EMFAC 2014 Web Database. Available at: <https://www.arb.ca.gov/emfac/2014/>



per year from gasoline vehicles.<sup>16</sup> For diesel vehicles, miles per gallon were converted to MT of N<sub>2</sub>O per year for diesel vehicles by multiplying 0.3316 grams of N<sub>2</sub>O per gallon and the yearly VMT (multiplied by the percentage of diesel vehicles compared to total vehicles).<sup>17</sup> Finally, the MT of N<sub>2</sub>O per year for gasoline and diesel vehicles were added together and converted into CO<sub>2</sub>e by using the global warming potential of N<sub>2</sub>O of 298<sup>18</sup>, and then added to the mobile source emissions for CO<sub>2</sub> and CH<sub>4</sub> outputted in CalEEMod.

### *Service Population*

The project's service population is estimated at 429 residents based on CalEEMod defaults for the project's land use types. This is a conservatively high estimate because the California Department of Finance (DOF) estimates average household size in the City of Burlingame to be 2.4 persons in 2019, which would result in approximately 360 residents (2.4 persons/household x 150 units).<sup>19</sup> The project's service population includes only residents and no employees, as the project would not contain commercial land use types.

## Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines*, Section 15064[h][1]).

To determine whether a project would have a significant GHG impact, Appendix G to the *CEQA Guidelines* requires consideration of whether a project would result in:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In addition, *CEQA Guidelines* Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

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<sup>16</sup> CARB. 2019.

<sup>17</sup> CARB. 2019.

<sup>18</sup> IPCC. 2007.

<sup>19</sup> California Department of Finance (DOF). 2019. Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>





- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

### *Regional Reduction Plan Threshold*

According to the *CEQA Guidelines* and guidance provided in the California Air Pollution Control Officers Association (CAPCOA) white paper *CEQA & Climate Change*, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The City adopted the Burlingame Climate Action Plan (CAP) in June 2009 with the goal of reducing the City's GHG emissions in line with Assembly Bill (AB) 32 targets for 2020.<sup>20</sup> However, the Burlingame CAP is not a qualified CAP under CEQA because it does not reflect state regulations beyond 2020. Similarly, the Bay Area Air Quality Management District (BAAQMD) is currently updating its GHG thresholds to reflect new GHG legislation and case law.<sup>21</sup> As of August 2019, the City is completing a 2030 CAP Update alongside the General Plan Update. The 2030 CAP is designed to conform with recent state emissions reduction legislation including Executive Order (EO) S-03-05, establishing a GHG reduction target of 80 percent below 1990 levels by 2050, EO B-30-15 and Senate Bill (SB) 32, establishing an interim statewide GHG emission reduction target of 40 percent below 1990 GHG levels by 2030. However, the 2030 CAP Update has not yet been adopted by the City and is therefore not a qualified CAP from which to establish a quantitative emissions threshold.

### *Project-Specific Efficiency Threshold*

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. Efficiency thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions.<sup>22</sup> A locally-appropriate 2030 project-specific threshold is derived from the California Air Resources Board (CARB)'s recommendations in the 2017 Climate Change Scoping Plan Update, as discussed below.

The State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Climate Change Scoping Plan Update to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level

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<sup>20</sup> City of Burlingame. 2009. Climate Action Plan. Available at:  
[https://www.burlingame.org/document\\_center/Sustainability/2009%20Climate%20Action%20Plan.pdf](https://www.burlingame.org/document_center/Sustainability/2009%20Climate%20Action%20Plan.pdf)

<sup>21</sup> BAAQMD. 2018. CEQA Guidelines Update Underway. Accessed August 2019 at <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

<sup>22</sup> AEP. 2016.



methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the *Golden Door Properties v. County of San Diego* (2018) and *Center for Biological Diversity v. California Department of Fish and Wildlife* (“Newhall Ranch” case, 2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, commercial project-specific threshold consistent with the SB 32 target.

To develop the project-specific efficiency threshold, land use areas in the City of Burlingame General Plan were first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the 2017 State Scoping Plan emissions sectors and representative sources in the City of Burlingame are shown in Table 1.

According to the City’s General Plan Land Use Map, there are no agricultural land uses within the City.<sup>23</sup> Therefore, the Agricultural Emissions Sector was considered locally inappropriate and was removed from the State 2030 emissions forecast. Furthermore, Industrial Sector source emissions (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) would not be directly impacted by the proposed land uses; therefore the Industrial Emissions Sector was removed from the State 2030 emissions forecast to retain a more conservative locally-appropriate target.<sup>24</sup> Finally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally-appropriate target.

After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the City of Burlingame planning area were then summed to create a locally-appropriate emissions total for a residential project in Burlingame. This locally-appropriate emissions total was divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.2 MT of CO<sub>2</sub>e per service population that is consistent with SB 32 targets, as shown in Table 1 and Table 2.

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<sup>23</sup> City of Burlingame. 2000. General Plan Land Use Map. The Land Use Map contained in the 2019 Draft General Plan Update similarly includes no agricultural uses. Available at:

[https://www.burlingame.org/departments/planning/general\\_and\\_specific\\_plans.php](https://www.burlingame.org/departments/planning/general_and_specific_plans.php)

<sup>24</sup> Light and general industrial land uses are present in Burlingame; however, these land uses are considered part of the Commercial sector rather than the Industrial sector for the purposes of the 2017 Scoping Plan.



Table 1 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector <sup>1</sup>	2030 State Emissions Target (MMT) <sup>1</sup>	Locally Appropriate <sup>2</sup>	Project Specific	Major Sources <sup>3</sup>
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High Global Warming Potential	11	Yes	Yes	Sulfur hexafluoride (SF <sub>6</sub> ) from power stations, HFCs from refrigerants and air conditioning <sup>4</sup>
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the City
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the City
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO <sub>2</sub> e per year <sup>6</sup>
<b>Scoping Plan Target (All Sectors)</b>	<b>260</b>	<b>No</b>	<b>No</b>	<b>All emissions sectors</b>
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations <sup>5</sup>
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO <sub>2</sub> e per year <sup>6</sup>
<b>2030 Locally Applicable Emissions Sectors</b>	<b>213</b>	<b>Yes</b>	<b>Yes</b>	<b>Emissions applicable to the local planning area</b>

MMT = million metric tons

<sup>1</sup> All State targets in MMT CO<sub>2</sub>e. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

<sup>2</sup> Locally-appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the Burlingame General Plan land use areas.

<sup>3</sup> See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

<sup>4</sup> SF<sub>6</sub> is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

<sup>5</sup> The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

<sup>6</sup> Cap and Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.



**Table 2 SB 32 Locally-Appropriate Project-Specific Threshold**

Threshold Source	Threshold Determination Variable	
California 2017 Climate Change Scoping Plan	California 2030 Population (persons) <sup>1</sup>	43,939,333
	California 2030 Employment Projection (persons) <sup>2</sup>	23,459,500
	Service Population (persons)	67,398,833
Locally-Appropriate Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO <sub>2</sub> e)	213,000,000 <sup>3</sup>
	2030 California Service Population (persons)	67,398,833
	2030 Service Person Target (MT of CO <sub>2</sub> e per Service Person)	3.2 <sup>4</sup>

<sup>1</sup> California Department of Finance 2019. State Population Projections. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Projections/>

<sup>2</sup> Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

<sup>3</sup> See Table 1 above.

<sup>4</sup> Total of 3.16 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold in consistency with Scoping Plan and State GHG reduction goals as they deem appropriate, as noted in the Climate Change Scoping Plan (page 102, CARB 2017).

While State and regional regulators of energy and transportation systems, along with the State’s Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State’s long-term targets, local governments can do their fair share toward meeting the State’s targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their “substantial progress” toward achieving long-term reduction targets identified in available plans, legislation, or EOs.<sup>25</sup> Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated development would impede “substantial progress” toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State’s long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California’s fair share of international emissions reduction targets intended to stabilize global climate change effects and avoid the adverse environmental consequences, as noted in the Scoping Plan.<sup>26</sup>

## Impact Analysis

**Threshold 1:** Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

### Construction Emissions

Project-related construction emissions are confined to a relatively short period in relation to the overall life of the project. As noted in *Methodology* above, construction-related GHG emissions were amortized

<sup>25</sup> AEP. 2016.

<sup>26</sup> CARB. 2017.



over a 30-year period to determine the annual construction-related GHG emissions over the life of the project.<sup>27</sup> Table 3 shows the project construction would result in an average of approximately 16.2 MT of CO<sub>2</sub>e per year. GHG emissions associated with construction were computed to be 486 MT of CO<sub>2</sub>e for the total construction period.

Table 3 Estimated Construction GHG Emissions

Construction Year	Project Emissions MT/yr CO <sub>2</sub> e <sup>1</sup>
2020	179.1
2021	256.1
2022	50.4
Total	485.6
Total Amortized over 30 Years	16.2

<sup>1</sup> Construction emissions are a conservative estimate as they do not reflect air quality mitigation measures AQ-1 noted in the project's Air Quality Letter Report. These include extension of the construction hauling phase and using Best Available Control Technology on diesel equipment.  
See Attachment B for CalEEMod worksheets.

## Operational Emissions

Operational emissions include area sources (consumer products, landscape maintenance equipment, and painting), energy use (electricity and natural gas), solid waste, electricity to deliver water, and transportation emissions. Project operational emissions are shown in Table 4.

<sup>27</sup> SCAQMD. 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Available at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf)



**Table 4 Combined Annual Emissions of GHGs**

Emission Source	Annual Emissions (MT CO <sub>2</sub> e)
Construction	16.2
<b>Operational</b>	
Area	2.6
Energy	177.1
Solid Waste	34.7
Water	19.2
<b>Mobile</b>	
CO <sub>2</sub> and CH <sub>4</sub>	258.8
N <sub>2</sub> O	3.5
Total	495.1
Service Population	429
<b>Emissions per Service Population (MT CO<sub>2</sub>e/SP/year)</b>	<b>1.2</b>
Project-Specific Efficiency Threshold (MT CO <sub>2</sub> e/SP/year)	3.2
<b>Exceed Project-Specific Threshold?</b>	<b>No</b>

See Attachment B for CalEEMod worksheets. See Attachment C for the utility’s expected energy emissions factor in 2030 used to estimate operational energy emissions. See Attachment D for N<sub>2</sub>O mobile calculations.  
Values are rounded to the nearest tenth.

<sup>1</sup> Service population based on CalEEMod estimate of 429 residents.

As shown in Table 4, total emissions associated with the project are estimated to be approximately 495 MT of CO<sub>2</sub>e per year. Given an estimated 429 building residents, GHG emissions would be approximately 1.2 MT CO<sub>2</sub>e per service person per year. This is a conservative estimate, as it does not account for emissions from the current site use that would be replaced by the project to reflect net change in emissions. This per service person emissions level would not exceed the locally-appropriate, project-specific threshold of 3.2 MT of CO<sub>2</sub>e per service person per year described under *Thresholds* above. Therefore, net new GHG emissions associated with the project would not conflict with SB 32’s emission reduction target or the State 2017 Scoping Plan and impacts would be less than significant.

**Threshold 2:** Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project would be subject to the most recent requirements under rule making developed at the State and local levels regarding GHG emissions. Local thresholds include the BAAQMD May 2017 *CEQA Air Quality Guidelines* for GHG emissions and the 2009 Burlingame CAP. These regulations identify emissions levels for which the project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions.

The project would comply with the BAAQMD’s updated *CEQA Air Quality Guidelines*. As noted in *Methods: Operational Emissions*, BAAQMD has not adopted a threshold of significance for construction-related GHG emissions; however, construction emissions were calculated for transparency, as preferred under the guidelines, and estimated over the lifetime of the project. The guidelines are currently being



updated to reflect new state legislation and case law. The current guidelines include evaluating project-level GHG impact significance by using one of three thresholds, including that of 4.6 MT CO<sub>2</sub>e per service person per year. As noted above, project emissions are expected to be in conformance with this threshold. However, BAAQMD notes that thresholds do not reflect newer legislation and should be used for informational purposes. Adjusting the 2017 Scoping Plan efficiency threshold based on land uses local to the project area is intended to provide a more appropriate project-level efficiency threshold in line with state GHG reduction goals. Further, by utilizing the more stringent project-level efficiency threshold, the project would not conflict with thresholds included in the current guidelines.

As mentioned in *Regional Reduction Plan Threshold* above, the 2009 City of Burlingame CAP included a 2020 GHG reduction target in conformance with AB 32 of 15% below the 2005 emissions level in 2020. As the project-level GHG efficiency threshold is based on the longer term and more stringent Scoping Plan GHG target for 2030, the project would be in compliance with the 2009 City CAP if it demonstrates conformance with the Scoping Plan-based project-level efficiency threshold. The project's per service person emissions are expected to be below the Scoping Plan project-level efficiency threshold; therefore, the project would not conflict with the emissions reduction plan of the City's 2009 CAP.

Also noted previously, the City of Burlingame's 2030 CAP Update and General Plan Update are being reviewed as of August 2019. The project would be subject to policies in the updated CAP and General Plan if the plans are adopted before project permitting is complete. However, emissions targets identified in the CAP Update are reflective of SB 32 and Scoping Plan emissions targets and supportive of the state's reach newer long-term emission goals. Therefore, by applying a Scoping Plan-based project-level efficiency threshold, the project is expected to conform with the 2030 CAP Update emissions target.

In addition, there are twenty identified GHG reduction measures in the draft 2030 CAP and the project design would meet several of these measures including: green building practices and standards, energy efficiency, residential solar power, water conservation, electric vehicle infrastructure and construction best management practices.<sup>28</sup> The project is intended to comply with 2016 CalGreen Building Standards; use energy efficient LED controls, low-flow water fixtures, drought-tolerant landscape plants, low-water irrigation and Energy Star-rated appliances; prepare at least 15 percent of roof area with electric conduit for future photovoltaic installation; include ten electric vehicle charging spaces, 75 bicycle spaces and a bicycle maintenance and repair space; and recycle or salvage at least 65 percent of construction and demolition waste.

Similarly, the project incorporates several features supportive of the Climate Policy Portfolio of actions outlined in the State Scoping Plan Update. Portfolio actions include doubling building efficiency, incorporating 50 percent renewable power, using zero- or low-emission vehicles and creating walkable and bikeable communities with transit.<sup>29</sup> As noted, the project is intended to comply with CalGreen Building Standards, utilize various energy and water efficiency controls and fixtures, prepare for future rooftop photovoltaic installation, support the local electric vehicle network with ten charging stations and the local bicycling network with 75 spaces and a maintenance space. Given the project's

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<sup>28</sup> City of Burlingame. 2019. 2030 Climate Action Plan Update. Available at: [https://www.burlingame.org/document\\_center/Sustainability/Burlingame\\_CAP\\_20190412\\_low\\_res.pdf](https://www.burlingame.org/document_center/Sustainability/Burlingame_CAP_20190412_low_res.pdf)

<sup>29</sup> CARB. 2017.





conformance with local and state GHG thresholds and emission reduction measures, project implementation would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and any impacts would be less than significant.

## Conclusions and Recommendations

Construction and operational greenhouse gas impacts would be less than significant in conformance with the 2017 Scoping Plan efficiency threshold. Therefore, no mitigation measures are recommended additional to the project design features.

Sincerely,  
**Rincon Consultants, Inc.**

A handwritten signature in blue ink, appearing to read "Kari Zajac".

Kari Zajac, MESM  
Project Manager

A handwritten signature in blue ink, appearing to read "Abe Leider".

Abe Leider, AICP CEP  
Principal

### Attachments

Attachment A – Project Site Plan

Attachment B – California Emissions Estimator Model (CalEEMod) Results

Attachment C – Utility 2030 Energy Factor Calculation

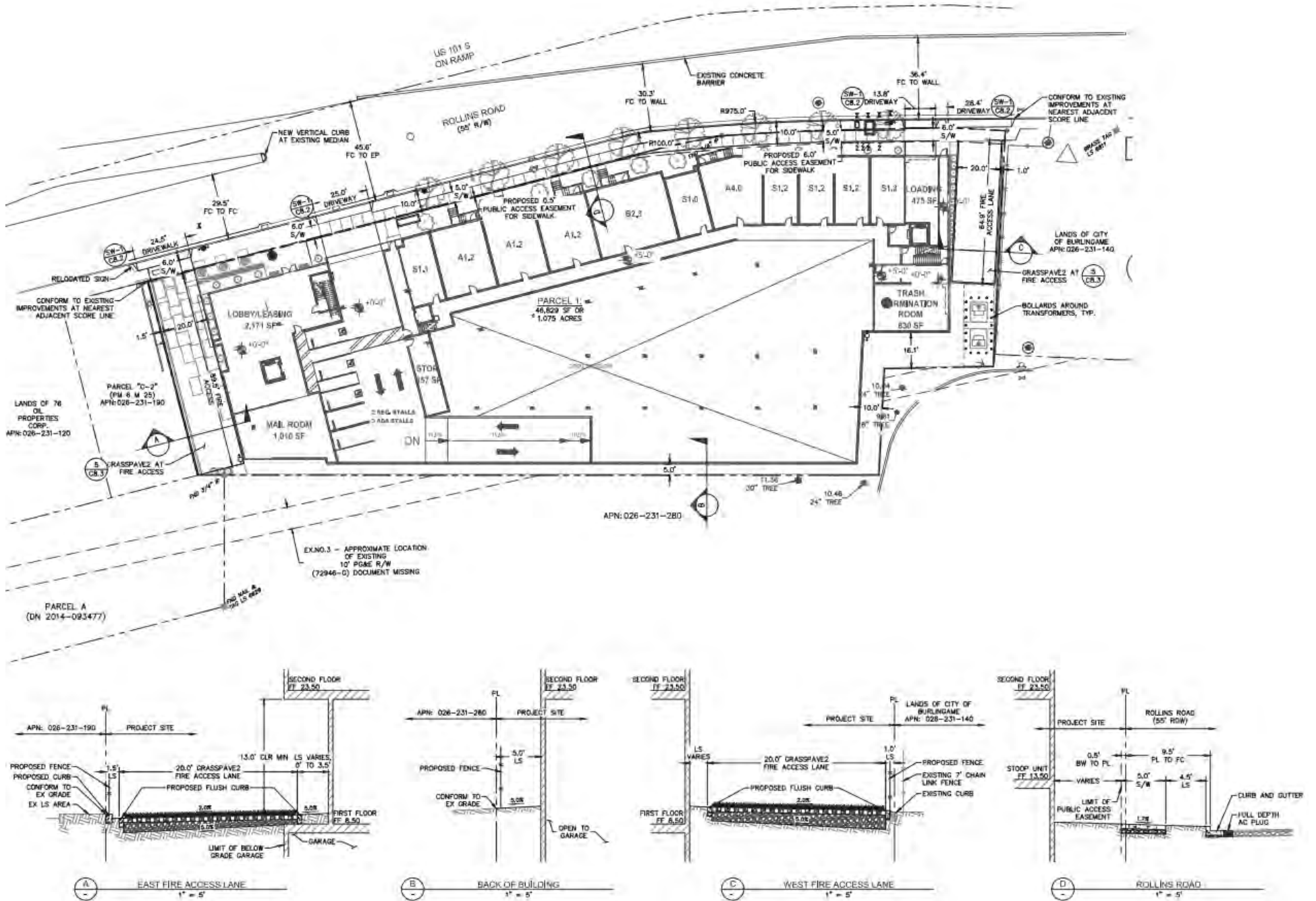
Attachment D – Nitrous Oxide (N<sub>2</sub>O) Mobile Source Emissions Calculations



# Attachment A

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Site Plan



Source: BKF Engineers. 2018. Preliminary Site Plan.

# Attachment B

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California Emissions Estimator Model (CalEEMod) Results

1095 Rollin Roads - San Mateo County, Annual

**1095 Rollin Roads**  
**San Mateo County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	28.60	1000sqft	0.00	28,600.00	0
----- Apartments Mid Rise	150.00	Dwelling Unit	1.07	166,400.00	429

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	70
<b>Climate Zone</b>	5			<b>Operational Year</b>	2030
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	298.65	<b>CH4 Intensity (lb/MW hr)</b>	0.014	<b>N2O Intensity (lb/MW hr)</b>	0.003

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

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Project Characteristics - Per RPS 2030 requirement of 60% renewable procurement based on 2009 PG&E factors (CPUC 2011).

Land Use - Source: planning submittal 9.14.18; building gross sf = 195,000 sf (-parking sf); site area = 46,829 sf (1.075 acres); although there are 192 parking spots 175 are stackers stalls, parking garage sf provided by applicant. See site plans for details.

Construction Phase - Applicant provided construction schedule

Off-road Equipment - Provided by applicant; hours/day = avg hours per day

Off-road Equipment - Provided by applicant; hours/day = avg hours per day

Off-road Equipment - Provided by applicant; hours/day = avg hours per day

Off-road Equipment - Provided by applicant; hours/day = avg hours per day

Off-road Equipment - Provided by applicant; hours/day = avg hours per day

Off-road Equipment - Provided by applicant; hours/day = avg hours per day

Trips and VMT - Applicant provided number of worker round trips per work day

Demolition - Applicant provided.

Grading - Applicant provided: total cubic yards of soil exported = 23,500 cy

Architectural Coating - BAAQMD Regulation 8 Rule 3: Architectural coatings (applied to interior, exterior and "traffic marking coatings" for parking)

Vehicle Trips - Applicant provided traffic study: avg dail trip rate = 5.44; avg trip length = 5.26 miles

Woodstoves - Applicant provided = 1 natural gas fireplace, 1 natural gas fire pit, 4 natural gas BBQ (all included under # gas fireplaces)

Area Coating - BAAQMD Regulation 8 rule 3

Construction Off-road Equipment Mitigation - DPM mitigation

Mobile Land Use Mitigation - Applicant provided information for LUT-1 (150 dwellings/1.075 acres) and LUT-6;  
<https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/kml/jobcentermap.htm> for LUT-4 and google maps for LUT-5

Area Mitigation - Architectural coating already reduced per BAAQMD regulation 8 rule 3

Energy Mitigation - Applicant plans include Energy Star-rated appliances installed at amenities clubhouse and in all apartment units.

Water Mitigation - Applicant provided information indicates that all plumbing fixtures will meet CalGreen and/or EPA's WaterSense low flow fixture rates. Landscaping with be drought tolerante and smart programmable controllers will be used for irrigation

Energy Use -

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Table Name	Column Name	Default Value	New Value
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tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
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tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	150	100
tblAreaCoating	Area_EF_Residential_Interior	100	50
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tblFleetMix	UBUS	2.8550e-003	3.1040e-003
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tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	6.5300e-004	5.0500e-004
tblVehicleEF	HHD	1.6900e-004	1.0700e-004
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.33	0.45
tblVehicleEF	HHD	8.8000e-005	5.4000e-005
tblVehicleEF	HHD	0.39	0.36
tblVehicleEF	HHD	2.4640e-003	1.5400e-003
tblVehicleEF	HHD	0.27	0.26
tblVehicleEF	LDA	1.7710e-003	3.1370e-003
tblVehicleEF	LDA	2.2600e-003	5.0080e-003
tblVehicleEF	LDA	0.30	0.46
tblVehicleEF	LDA	0.65	1.13
tblVehicleEF	LDA	178.28	227.08
tblVehicleEF	LDA	42.09	54.12
tblVehicleEF	LDA	0.02	0.04

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tblVehicleEF	LDA	0.03	0.06
tblVehicleEF	LDA	1.0490e-003	1.6270e-003
tblVehicleEF	LDA	1.7270e-003	2.2440e-003
tblVehicleEF	LDA	9.6500e-004	1.4990e-003
tblVehicleEF	LDA	1.5880e-003	2.0640e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	4.4340e-003	7.9090e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.03	0.07
tblVehicleEF	LDA	1.7830e-003	2.2730e-003
tblVehicleEF	LDA	4.3100e-004	5.6000e-004
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	6.4520e-003	0.01
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.03	0.07
tblVehicleEF	LDA	1.9350e-003	3.4200e-003
tblVehicleEF	LDA	1.9050e-003	4.2070e-003
tblVehicleEF	LDA	0.34	0.52
tblVehicleEF	LDA	0.51	0.90
tblVehicleEF	LDA	189.64	241.53
tblVehicleEF	LDA	42.09	54.12
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.03	0.06

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tblVehicleEF	LDA	1.0490e-003	1.6270e-003
tblVehicleEF	LDA	1.7270e-003	2.2440e-003
tblVehicleEF	LDA	9.6500e-004	1.4990e-003
tblVehicleEF	LDA	1.5880e-003	2.0640e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.06	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	4.8400e-003	8.6110e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.03	0.06
tblVehicleEF	LDA	1.8970e-003	2.4180e-003
tblVehicleEF	LDA	4.2900e-004	5.5600e-004
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.06	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	7.0440e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.03	0.06
tblVehicleEF	LDA	1.7390e-003	3.0860e-003
tblVehicleEF	LDA	2.5120e-003	5.5780e-003
tblVehicleEF	LDA	0.30	0.45
tblVehicleEF	LDA	0.74	1.29
tblVehicleEF	LDA	177.58	226.19
tblVehicleEF	LDA	42.09	54.12
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.03	0.07
tblVehicleEF	LDA	1.0490e-003	1.6270e-003



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tblVehicleEF	LDA	1.7270e-003	2.2440e-003
tblVehicleEF	LDA	9.6500e-004	1.4990e-003
tblVehicleEF	LDA	1.5880e-003	2.0640e-003
tblVehicleEF	LDA	9.2380e-003	0.01
tblVehicleEF	LDA	0.06	0.10
tblVehicleEF	LDA	7.9010e-003	0.01
tblVehicleEF	LDA	4.3550e-003	7.7830e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.03	0.08
tblVehicleEF	LDA	1.7760e-003	2.2640e-003
tblVehicleEF	LDA	4.3300e-004	5.6300e-004
tblVehicleEF	LDA	9.2380e-003	0.01
tblVehicleEF	LDA	0.06	0.10
tblVehicleEF	LDA	7.9010e-003	0.01
tblVehicleEF	LDA	6.3360e-003	0.01
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.04	0.08
tblVehicleEF	LDT1	2.5780e-003	4.8870e-003
tblVehicleEF	LDT1	3.0940e-003	7.5290e-003
tblVehicleEF	LDT1	0.42	0.66
tblVehicleEF	LDT1	0.88	1.66
tblVehicleEF	LDT1	226.43	278.93
tblVehicleEF	LDT1	53.15	65.34
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.04	0.09
tblVehicleEF	LDT1	1.3290e-003	1.8910e-003
tblVehicleEF	LDT1	2.0980e-003	2.6940e-003

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tblVehicleEF	LDT1	1.2220e-003	1.7400e-003
tblVehicleEF	LDT1	1.9290e-003	2.4770e-003
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.08	0.13
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	6.3870e-003	0.01
tblVehicleEF	LDT1	0.08	0.11
tblVehicleEF	LDT1	0.04	0.10
tblVehicleEF	LDT1	2.2670e-003	2.7950e-003
tblVehicleEF	LDT1	5.4600e-004	6.8200e-004
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.08	0.13
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	9.3180e-003	0.02
tblVehicleEF	LDT1	0.08	0.11
tblVehicleEF	LDT1	0.05	0.11
tblVehicleEF	LDT1	2.8080e-003	5.2910e-003
tblVehicleEF	LDT1	2.6020e-003	6.2840e-003
tblVehicleEF	LDT1	0.47	0.75
tblVehicleEF	LDT1	0.70	1.31
tblVehicleEF	LDT1	240.41	296.14
tblVehicleEF	LDT1	53.15	65.34
tblVehicleEF	LDT1	0.03	0.06
tblVehicleEF	LDT1	0.04	0.08
tblVehicleEF	LDT1	1.3290e-003	1.8910e-003
tblVehicleEF	LDT1	2.0980e-003	2.6940e-003
tblVehicleEF	LDT1	1.2220e-003	1.7400e-003

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tblVehicleEF	LDT1	1.9290e-003	2.4770e-003
tblVehicleEF	LDT1	0.06	0.10
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	0.04	0.07
tblVehicleEF	LDT1	6.9560e-003	0.01
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.04	0.08
tblVehicleEF	LDT1	2.4070e-003	2.9680e-003
tblVehicleEF	LDT1	5.4300e-004	6.7600e-004
tblVehicleEF	LDT1	0.06	0.10
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	0.04	0.07
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.04	0.09
tblVehicleEF	LDT1	2.5330e-003	4.8250e-003
tblVehicleEF	LDT1	3.4430e-003	8.4170e-003
tblVehicleEF	LDT1	0.41	0.67
tblVehicleEF	LDT1	1.01	1.91
tblVehicleEF	LDT1	225.57	277.87
tblVehicleEF	LDT1	53.15	65.34
tblVehicleEF	LDT1	0.04	0.07
tblVehicleEF	LDT1	0.04	0.10
tblVehicleEF	LDT1	1.3290e-003	1.8910e-003
tblVehicleEF	LDT1	2.0980e-003	2.6940e-003
tblVehicleEF	LDT1	1.2220e-003	1.7400e-003
tblVehicleEF	LDT1	1.9290e-003	2.4770e-003

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tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	6.2750e-003	0.01
tblVehicleEF	LDT1	0.10	0.14
tblVehicleEF	LDT1	0.05	0.11
tblVehicleEF	LDT1	2.2580e-003	2.7850e-003
tblVehicleEF	LDT1	5.4800e-004	6.8600e-004
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	9.1540e-003	0.02
tblVehicleEF	LDT1	0.10	0.14
tblVehicleEF	LDT1	0.05	0.12
tblVehicleEF	LDT2	2.6000e-003	3.9620e-003
tblVehicleEF	LDT2	2.6890e-003	4.9310e-003
tblVehicleEF	LDT2	0.44	0.55
tblVehicleEF	LDT2	0.82	1.16
tblVehicleEF	LDT2	259.84	319.58
tblVehicleEF	LDT2	60.40	74.31
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.04	0.08
tblVehicleEF	LDT2	1.2860e-003	1.6740e-003
tblVehicleEF	LDT2	2.0260e-003	2.3570e-003
tblVehicleEF	LDT2	1.1830e-003	1.5400e-003
tblVehicleEF	LDT2	1.8630e-003	2.1670e-003
tblVehicleEF	LDT2	0.02	0.02

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tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.4580e-003	9.8320e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	2.6010e-003	3.1990e-003
tblVehicleEF	LDT2	6.1700e-004	7.6200e-004
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	9.4150e-003	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	2.8370e-003	4.3220e-003
tblVehicleEF	LDT2	2.2910e-003	4.1530e-003
tblVehicleEF	LDT2	0.50	0.62
tblVehicleEF	LDT2	0.67	0.92
tblVehicleEF	LDT2	275.90	339.44
tblVehicleEF	LDT2	60.40	74.31
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	1.2860e-003	1.6740e-003
tblVehicleEF	LDT2	2.0260e-003	2.3570e-003
tblVehicleEF	LDT2	1.1830e-003	1.5400e-003
tblVehicleEF	LDT2	1.8630e-003	2.1670e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.06	0.08

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tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	7.0450e-003	0.01
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.06
tblVehicleEF	LDT2	2.7620e-003	3.3980e-003
tblVehicleEF	LDT2	6.1400e-004	7.5800e-004
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.06
tblVehicleEF	LDT2	2.5530e-003	3.8930e-003
tblVehicleEF	LDT2	2.9730e-003	5.4840e-003
tblVehicleEF	LDT2	0.44	0.55
tblVehicleEF	LDT2	0.92	1.32
tblVehicleEF	LDT2	258.85	318.36
tblVehicleEF	LDT2	60.40	74.31
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.04	0.08
tblVehicleEF	LDT2	1.2860e-003	1.6740e-003
tblVehicleEF	LDT2	2.0260e-003	2.3570e-003
tblVehicleEF	LDT2	1.1830e-003	1.5400e-003
tblVehicleEF	LDT2	1.8630e-003	2.1670e-003
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.01	0.01

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tblVehicleEF	LDT2	6.3420e-003	9.6610e-003
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	2.5910e-003	3.1870e-003
tblVehicleEF	LDT2	6.1900e-004	7.6500e-004
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	9.2460e-003	0.01
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.04	0.08
tblVehicleEF	LHD1	3.5790e-003	4.9550e-003
tblVehicleEF	LHD1	6.9490e-003	0.01
tblVehicleEF	LHD1	8.0930e-003	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.52	0.79
tblVehicleEF	LHD1	1.42	2.22
tblVehicleEF	LHD1	8.92	8.99
tblVehicleEF	LHD1	630.67	670.36
tblVehicleEF	LHD1	25.19	30.36
tblVehicleEF	LHD1	0.06	0.07
tblVehicleEF	LHD1	0.33	0.73
tblVehicleEF	LHD1	0.54	0.84
tblVehicleEF	LHD1	7.9500e-004	8.8800e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.7410e-003	0.01
tblVehicleEF	LHD1	5.7500e-004	8.1700e-004

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tblVehicleEF	LHD1	7.6000e-004	8.4900e-004
tblVehicleEF	LHD1	2.6230e-003	2.5570e-003
tblVehicleEF	LHD1	8.3320e-003	0.01
tblVehicleEF	LHD1	5.2800e-004	7.5100e-004
tblVehicleEF	LHD1	1.0880e-003	1.6470e-003
tblVehicleEF	LHD1	0.05	0.08
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	7.4600e-004	1.0410e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.20	0.26
tblVehicleEF	LHD1	0.11	0.21
tblVehicleEF	LHD1	8.8000e-005	9.0000e-005
tblVehicleEF	LHD1	6.1550e-003	6.5670e-003
tblVehicleEF	LHD1	2.7700e-004	3.4500e-004
tblVehicleEF	LHD1	1.0880e-003	1.6470e-003
tblVehicleEF	LHD1	0.05	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4600e-004	1.0410e-003
tblVehicleEF	LHD1	0.10	0.13
tblVehicleEF	LHD1	0.20	0.26
tblVehicleEF	LHD1	0.12	0.23
tblVehicleEF	LHD1	3.5790e-003	4.9550e-003
tblVehicleEF	LHD1	7.0540e-003	0.01
tblVehicleEF	LHD1	7.6040e-003	0.01
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.53	0.81
tblVehicleEF	LHD1	1.32	2.05



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tblVehicleEF	LHD1	8.92	8.99
tblVehicleEF	LHD1	630.67	670.36
tblVehicleEF	LHD1	25.19	30.36
tblVehicleEF	LHD1	0.06	0.07
tblVehicleEF	LHD1	0.32	0.69
tblVehicleEF	LHD1	0.50	0.78
tblVehicleEF	LHD1	7.9500e-004	8.8800e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.7410e-003	0.01
tblVehicleEF	LHD1	5.7500e-004	8.1700e-004
tblVehicleEF	LHD1	7.6000e-004	8.4900e-004
tblVehicleEF	LHD1	2.6230e-003	2.5570e-003
tblVehicleEF	LHD1	8.3320e-003	0.01
tblVehicleEF	LHD1	5.2800e-004	7.5100e-004
tblVehicleEF	LHD1	2.5350e-003	3.9410e-003
tblVehicleEF	LHD1	0.06	0.08
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.2150e-003	1.7480e-003
tblVehicleEF	LHD1	0.09	0.11
tblVehicleEF	LHD1	0.19	0.25
tblVehicleEF	LHD1	0.10	0.20
tblVehicleEF	LHD1	8.8000e-005	9.0000e-005
tblVehicleEF	LHD1	6.1550e-003	6.5670e-003
tblVehicleEF	LHD1	2.7500e-004	3.4200e-004
tblVehicleEF	LHD1	2.5350e-003	3.9410e-003
tblVehicleEF	LHD1	0.06	0.08
tblVehicleEF	LHD1	0.02	0.02

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tblVehicleEF	LHD1	1.2150e-003	1.7480e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.19	0.25
tblVehicleEF	LHD1	0.11	0.21
tblVehicleEF	LHD1	3.5790e-003	4.9550e-003
tblVehicleEF	LHD1	6.8790e-003	0.01
tblVehicleEF	LHD1	8.4600e-003	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.52	0.78
tblVehicleEF	LHD1	1.51	2.37
tblVehicleEF	LHD1	8.92	8.99
tblVehicleEF	LHD1	630.67	670.36
tblVehicleEF	LHD1	25.19	30.36
tblVehicleEF	LHD1	0.06	0.07
tblVehicleEF	LHD1	0.34	0.74
tblVehicleEF	LHD1	0.56	0.89
tblVehicleEF	LHD1	7.9500e-004	8.8800e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.7410e-003	0.01
tblVehicleEF	LHD1	5.7500e-004	8.1700e-004
tblVehicleEF	LHD1	7.6000e-004	8.4900e-004
tblVehicleEF	LHD1	2.6230e-003	2.5570e-003
tblVehicleEF	LHD1	8.3320e-003	0.01
tblVehicleEF	LHD1	5.2800e-004	7.5100e-004
tblVehicleEF	LHD1	6.8700e-004	9.7800e-004
tblVehicleEF	LHD1	0.06	0.09
tblVehicleEF	LHD1	0.01	0.02

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tblVehicleEF	LHD1	3.3700e-004	4.5000e-004
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.22	0.29
tblVehicleEF	LHD1	0.11	0.22
tblVehicleEF	LHD1	8.8000e-005	9.0000e-005
tblVehicleEF	LHD1	6.1550e-003	6.5670e-003
tblVehicleEF	LHD1	2.7900e-004	3.4800e-004
tblVehicleEF	LHD1	6.8700e-004	9.7800e-004
tblVehicleEF	LHD1	0.06	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.3700e-004	4.5000e-004
tblVehicleEF	LHD1	0.10	0.13
tblVehicleEF	LHD1	0.22	0.29
tblVehicleEF	LHD1	0.12	0.24
tblVehicleEF	LHD2	2.5060e-003	3.3150e-003
tblVehicleEF	LHD2	5.0690e-003	6.4570e-003
tblVehicleEF	LHD2	2.8610e-003	5.5130e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.43	0.47
tblVehicleEF	LHD2	0.87	1.10
tblVehicleEF	LHD2	13.54	13.81
tblVehicleEF	LHD2	673.90	699.24
tblVehicleEF	LHD2	21.85	24.10
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	0.15	0.41
tblVehicleEF	LHD2	0.24	0.40
tblVehicleEF	LHD2	1.0250e-003	1.2100e-003

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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.6290e-003	0.01
tblVehicleEF	LHD2	3.7300e-004	3.9700e-004
tblVehicleEF	LHD2	9.8000e-004	1.1580e-003
tblVehicleEF	LHD2	2.7070e-003	2.6910e-003
tblVehicleEF	LHD2	8.2320e-003	0.01
tblVehicleEF	LHD2	3.4300e-004	3.6500e-004
tblVehicleEF	LHD2	3.6400e-004	5.0200e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.6800e-004	3.3200e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.04	0.07
tblVehicleEF	LHD2	1.3200e-004	1.3500e-004
tblVehicleEF	LHD2	6.5470e-003	6.8000e-003
tblVehicleEF	LHD2	2.3300e-004	2.6000e-004
tblVehicleEF	LHD2	3.6400e-004	5.0200e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.6800e-004	3.3200e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.04	0.08
tblVehicleEF	LHD2	2.5060e-003	3.3150e-003
tblVehicleEF	LHD2	5.1030e-003	6.5400e-003
tblVehicleEF	LHD2	2.7680e-003	5.2300e-003

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tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.43	0.47
tblVehicleEF	LHD2	0.81	1.02
tblVehicleEF	LHD2	13.54	13.81
tblVehicleEF	LHD2	673.90	699.24
tblVehicleEF	LHD2	21.85	24.10
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	0.14	0.39
tblVehicleEF	LHD2	0.24	0.37
tblVehicleEF	LHD2	1.0250e-003	1.2100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.6290e-003	0.01
tblVehicleEF	LHD2	3.7300e-004	3.9700e-004
tblVehicleEF	LHD2	9.8000e-004	1.1580e-003
tblVehicleEF	LHD2	2.7070e-003	2.6910e-003
tblVehicleEF	LHD2	8.2320e-003	0.01
tblVehicleEF	LHD2	3.4300e-004	3.6500e-004
tblVehicleEF	LHD2	8.4600e-004	1.2020e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.4200e-004	5.6400e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.04	0.07
tblVehicleEF	LHD2	1.3200e-004	1.3500e-004
tblVehicleEF	LHD2	6.5470e-003	6.8000e-003
tblVehicleEF	LHD2	2.3200e-004	2.5900e-004

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tblVehicleEF	LHD2	8.4600e-004	1.2020e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.4200e-004	5.6400e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.04	0.08
tblVehicleEF	LHD2	2.5060e-003	3.3150e-003
tblVehicleEF	LHD2	5.0460e-003	6.4020e-003
tblVehicleEF	LHD2	2.9300e-003	5.7270e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.43	0.46
tblVehicleEF	LHD2	0.92	1.16
tblVehicleEF	LHD2	13.54	13.81
tblVehicleEF	LHD2	673.90	699.24
tblVehicleEF	LHD2	21.85	24.10
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	0.15	0.42
tblVehicleEF	LHD2	0.25	0.41
tblVehicleEF	LHD2	1.0250e-003	1.2100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.6290e-003	0.01
tblVehicleEF	LHD2	3.7300e-004	3.9700e-004
tblVehicleEF	LHD2	9.8000e-004	1.1580e-003
tblVehicleEF	LHD2	2.7070e-003	2.6910e-003
tblVehicleEF	LHD2	8.2320e-003	0.01
tblVehicleEF	LHD2	3.4300e-004	3.6500e-004

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tblVehicleEF	LHD2	2.3800e-004	3.0600e-004
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	1.2100e-004	1.4500e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.04	0.08
tblVehicleEF	LHD2	1.3200e-004	1.3500e-004
tblVehicleEF	LHD2	6.5470e-003	6.8000e-003
tblVehicleEF	LHD2	2.3400e-004	2.6100e-004
tblVehicleEF	LHD2	2.3800e-004	3.0600e-004
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.2100e-004	1.4500e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.04	0.08
tblVehicleEF	MCY	0.47	0.46
tblVehicleEF	MCY	0.16	0.16
tblVehicleEF	MCY	17.68	18.45
tblVehicleEF	MCY	10.53	10.39
tblVehicleEF	MCY	173.86	172.84
tblVehicleEF	MCY	41.80	43.50
tblVehicleEF	MCY	1.14	1.15
tblVehicleEF	MCY	0.32	0.32
tblVehicleEF	MCY	2.2080e-003	2.0930e-003
tblVehicleEF	MCY	3.4030e-003	3.7000e-003

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tblVehicleEF	MCY	2.0580e-003	1.9540e-003
tblVehicleEF	MCY	3.1790e-003	3.4740e-003
tblVehicleEF	MCY	0.61	0.60
tblVehicleEF	MCY	0.50	0.52
tblVehicleEF	MCY	0.36	0.35
tblVehicleEF	MCY	2.13	2.17
tblVehicleEF	MCY	0.38	0.45
tblVehicleEF	MCY	2.12	2.18
tblVehicleEF	MCY	2.0910e-003	2.0950e-003
tblVehicleEF	MCY	6.5200e-004	6.6900e-004
tblVehicleEF	MCY	0.61	0.60
tblVehicleEF	MCY	0.50	0.52
tblVehicleEF	MCY	0.36	0.35
tblVehicleEF	MCY	2.68	2.72
tblVehicleEF	MCY	0.38	0.45
tblVehicleEF	MCY	2.31	2.38
tblVehicleEF	MCY	0.45	0.45
tblVehicleEF	MCY	0.13	0.13
tblVehicleEF	MCY	16.66	17.33
tblVehicleEF	MCY	9.06	8.99
tblVehicleEF	MCY	173.86	172.84
tblVehicleEF	MCY	41.80	43.50
tblVehicleEF	MCY	1.01	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.2080e-003	2.0930e-003
tblVehicleEF	MCY	3.4030e-003	3.7000e-003
tblVehicleEF	MCY	2.0580e-003	1.9540e-003



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tblVehicleEF	MCY	3.1790e-003	3.4740e-003
tblVehicleEF	MCY	1.80	1.79
tblVehicleEF	MCY	0.61	0.63
tblVehicleEF	MCY	0.87	0.88
tblVehicleEF	MCY	2.06	2.09
tblVehicleEF	MCY	0.34	0.41
tblVehicleEF	MCY	1.79	1.84
tblVehicleEF	MCY	2.0730e-003	2.0740e-003
tblVehicleEF	MCY	6.1800e-004	6.3600e-004
tblVehicleEF	MCY	1.80	1.79
tblVehicleEF	MCY	0.61	0.63
tblVehicleEF	MCY	0.87	0.88
tblVehicleEF	MCY	2.59	2.62
tblVehicleEF	MCY	0.34	0.41
tblVehicleEF	MCY	1.96	2.00
tblVehicleEF	MCY	0.48	0.48
tblVehicleEF	MCY	0.18	0.18
tblVehicleEF	MCY	18.84	19.72
tblVehicleEF	MCY	11.88	11.70
tblVehicleEF	MCY	173.86	172.84
tblVehicleEF	MCY	41.80	43.50
tblVehicleEF	MCY	1.22	1.22
tblVehicleEF	MCY	0.34	0.34
tblVehicleEF	MCY	2.2080e-003	2.0930e-003
tblVehicleEF	MCY	3.4030e-003	3.7000e-003
tblVehicleEF	MCY	2.0580e-003	1.9540e-003
tblVehicleEF	MCY	3.1790e-003	3.4740e-003

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tblVehicleEF	MCY	0.26	0.25
tblVehicleEF	MCY	0.59	0.64
tblVehicleEF	MCY	0.13	0.11
tblVehicleEF	MCY	2.19	2.25
tblVehicleEF	MCY	0.47	0.54
tblVehicleEF	MCY	2.38	2.47
tblVehicleEF	MCY	2.1120e-003	2.1170e-003
tblVehicleEF	MCY	6.8200e-004	6.9900e-004
tblVehicleEF	MCY	0.26	0.25
tblVehicleEF	MCY	0.59	0.64
tblVehicleEF	MCY	0.13	0.11
tblVehicleEF	MCY	2.76	2.81
tblVehicleEF	MCY	0.47	0.54
tblVehicleEF	MCY	2.60	2.69
tblVehicleEF	MDV	3.5530e-003	6.1010e-003
tblVehicleEF	MDV	4.8880e-003	0.01
tblVehicleEF	MDV	0.52	0.73
tblVehicleEF	MDV	1.17	1.94
tblVehicleEF	MDV	345.39	421.91
tblVehicleEF	MDV	79.35	96.67
tblVehicleEF	MDV	0.05	0.08
tblVehicleEF	MDV	0.08	0.16
tblVehicleEF	MDV	1.3240e-003	1.7360e-003
tblVehicleEF	MDV	2.0250e-003	2.4070e-003
tblVehicleEF	MDV	1.2200e-003	1.6000e-003
tblVehicleEF	MDV	1.8620e-003	2.2130e-003
tblVehicleEF	MDV	0.03	0.04

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tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.9310e-003	0.02
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.07	0.14
tblVehicleEF	MDV	3.4520e-003	4.2190e-003
tblVehicleEF	MDV	8.1300e-004	1.0000e-003
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.07	0.15
tblVehicleEF	MDV	3.8740e-003	6.6320e-003
tblVehicleEF	MDV	4.1380e-003	8.4510e-003
tblVehicleEF	MDV	0.59	0.83
tblVehicleEF	MDV	0.95	1.54
tblVehicleEF	MDV	366.11	447.39
tblVehicleEF	MDV	79.35	96.67
tblVehicleEF	MDV	0.04	0.07
tblVehicleEF	MDV	0.07	0.14
tblVehicleEF	MDV	1.3240e-003	1.7360e-003
tblVehicleEF	MDV	2.0250e-003	2.4070e-003
tblVehicleEF	MDV	1.2200e-003	1.6000e-003
tblVehicleEF	MDV	1.8620e-003	2.2130e-003
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.10	0.12

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tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	9.7250e-003	0.02
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.06	0.11
tblVehicleEF	MDV	3.6600e-003	4.4750e-003
tblVehicleEF	MDV	8.0900e-004	9.9300e-004
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.06	0.12
tblVehicleEF	MDV	3.4900e-003	6.0130e-003
tblVehicleEF	MDV	5.4200e-003	0.01
tblVehicleEF	MDV	0.52	0.73
tblVehicleEF	MDV	1.33	2.22
tblVehicleEF	MDV	344.12	420.34
tblVehicleEF	MDV	79.35	96.67
tblVehicleEF	MDV	0.05	0.09
tblVehicleEF	MDV	0.08	0.17
tblVehicleEF	MDV	1.3240e-003	1.7360e-003
tblVehicleEF	MDV	2.0250e-003	2.4070e-003
tblVehicleEF	MDV	1.2200e-003	1.6000e-003
tblVehicleEF	MDV	1.8620e-003	2.2130e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.02	0.02

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tblVehicleEF	MDV	8.7740e-003	0.02
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.07	0.15
tblVehicleEF	MDV	3.4390e-003	4.2030e-003
tblVehicleEF	MDV	8.1500e-004	1.0050e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.08	0.17
tblVehicleEF	MH	5.3780e-003	0.01
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.26	0.97
tblVehicleEF	MH	3.31	4.38
tblVehicleEF	MH	1,174.79	1,191.71
tblVehicleEF	MH	56.01	57.04
tblVehicleEF	MH	0.68	0.89
tblVehicleEF	MH	0.53	0.64
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.9500e-003	0.01
tblVehicleEF	MH	8.6500e-004	9.6600e-004
tblVehicleEF	MH	3.2220e-003	3.2240e-003
tblVehicleEF	MH	6.6090e-003	0.01
tblVehicleEF	MH	7.9600e-004	8.8900e-004
tblVehicleEF	MH	0.22	0.35
tblVehicleEF	MH	0.02	0.03

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tblVehicleEF	MH	0.11	0.15
tblVehicleEF	MH	0.03	0.05
tblVehicleEF	MH	5.4280e-003	0.01
tblVehicleEF	MH	0.19	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1700e-004	6.4600e-004
tblVehicleEF	MH	0.22	0.35
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.11	0.15
tblVehicleEF	MH	0.04	0.07
tblVehicleEF	MH	5.4280e-003	0.01
tblVehicleEF	MH	0.21	0.27
tblVehicleEF	MH	5.5440e-003	0.02
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.27	1.01
tblVehicleEF	MH	3.05	4.02
tblVehicleEF	MH	1,174.79	1,191.71
tblVehicleEF	MH	56.01	57.04
tblVehicleEF	MH	0.64	0.84
tblVehicleEF	MH	0.49	0.59
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.9500e-003	0.01
tblVehicleEF	MH	8.6500e-004	9.6600e-004
tblVehicleEF	MH	3.2220e-003	3.2240e-003
tblVehicleEF	MH	6.6090e-003	0.01
tblVehicleEF	MH	7.9600e-004	8.8900e-004
tblVehicleEF	MH	0.50	0.82

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tblVehicleEF	MH	0.02	0.04
tblVehicleEF	MH	0.19	0.26
tblVehicleEF	MH	0.03	0.05
tblVehicleEF	MH	5.2210e-003	0.01
tblVehicleEF	MH	0.18	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1300e-004	6.4000e-004
tblVehicleEF	MH	0.50	0.82
tblVehicleEF	MH	0.02	0.04
tblVehicleEF	MH	0.19	0.26
tblVehicleEF	MH	0.04	0.07
tblVehicleEF	MH	5.2210e-003	0.01
tblVehicleEF	MH	0.20	0.25
tblVehicleEF	MH	5.2720e-003	0.01
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.26	0.94
tblVehicleEF	MH	3.53	4.68
tblVehicleEF	MH	1,174.79	1,191.71
tblVehicleEF	MH	56.01	57.04
tblVehicleEF	MH	0.69	0.91
tblVehicleEF	MH	0.56	0.67
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.9500e-003	0.01
tblVehicleEF	MH	8.6500e-004	9.6600e-004
tblVehicleEF	MH	3.2220e-003	3.2240e-003
tblVehicleEF	MH	6.6090e-003	0.01
tblVehicleEF	MH	7.9600e-004	8.8900e-004

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tblVehicleEF	MH	0.14	0.20
tblVehicleEF	MH	0.02	0.04
tblVehicleEF	MH	0.04	0.05
tblVehicleEF	MH	0.03	0.05
tblVehicleEF	MH	5.8830e-003	0.01
tblVehicleEF	MH	0.20	0.26
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.2100e-004	6.5100e-004
tblVehicleEF	MH	0.14	0.20
tblVehicleEF	MH	0.02	0.04
tblVehicleEF	MH	0.04	0.05
tblVehicleEF	MH	0.03	0.07
tblVehicleEF	MH	5.8830e-003	0.01
tblVehicleEF	MH	0.22	0.28
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.5460e-003	3.9320e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.36	0.37
tblVehicleEF	MHD	0.24	0.32
tblVehicleEF	MHD	3.51	5.43
tblVehicleEF	MHD	134.54	134.00
tblVehicleEF	MHD	1,162.44	1,183.49
tblVehicleEF	MHD	57.83	60.23
tblVehicleEF	MHD	0.34	0.36
tblVehicleEF	MHD	0.99	1.03
tblVehicleEF	MHD	10.23	10.26
tblVehicleEF	MHD	4.2000e-005	9.7000e-005



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tblVehicleEF	MHD	2.8940e-003	2.9220e-003
tblVehicleEF	MHD	8.0800e-004	8.8000e-004
tblVehicleEF	MHD	4.0000e-005	9.3000e-005
tblVehicleEF	MHD	2.7630e-003	2.7900e-003
tblVehicleEF	MHD	7.4300e-004	8.0900e-004
tblVehicleEF	MHD	4.5900e-004	5.9400e-004
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.3600e-004	3.8000e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.22	0.32
tblVehicleEF	MHD	1.2960e-003	1.2910e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.3900e-004	6.9700e-004
tblVehicleEF	MHD	4.5900e-004	5.9400e-004
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	3.3600e-004	3.8000e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.24	0.35
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	2.5750e-003	4.0130e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.25	0.26
tblVehicleEF	MHD	0.24	0.32

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tblVehicleEF	MHD	3.21	4.97
tblVehicleEF	MHD	142.66	142.09
tblVehicleEF	MHD	1,162.44	1,183.49
tblVehicleEF	MHD	57.83	60.23
tblVehicleEF	MHD	0.35	0.37
tblVehicleEF	MHD	0.95	0.99
tblVehicleEF	MHD	10.19	10.20
tblVehicleEF	MHD	3.5000e-005	8.2000e-005
tblVehicleEF	MHD	2.8940e-003	2.9220e-003
tblVehicleEF	MHD	8.0800e-004	8.8000e-004
tblVehicleEF	MHD	3.4000e-005	7.8000e-005
tblVehicleEF	MHD	2.7630e-003	2.7900e-003
tblVehicleEF	MHD	7.4300e-004	8.0900e-004
tblVehicleEF	MHD	1.0740e-003	1.4610e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.5700e-004	6.7100e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.20	0.30
tblVehicleEF	MHD	1.3720e-003	1.3670e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.3400e-004	6.8900e-004
tblVehicleEF	MHD	1.0740e-003	1.4610e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	5.5700e-004	6.7100e-004

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tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.22	0.33
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.5280e-003	3.8800e-003
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.47	0.49
tblVehicleEF	MHD	0.24	0.32
tblVehicleEF	MHD	3.74	5.79
tblVehicleEF	MHD	123.67	123.18
tblVehicleEF	MHD	1,162.44	1,183.49
tblVehicleEF	MHD	57.83	60.23
tblVehicleEF	MHD	0.33	0.34
tblVehicleEF	MHD	1.00	1.05
tblVehicleEF	MHD	10.26	10.30
tblVehicleEF	MHD	5.1000e-005	1.1800e-004
tblVehicleEF	MHD	2.8940e-003	2.9220e-003
tblVehicleEF	MHD	8.0800e-004	8.8000e-004
tblVehicleEF	MHD	4.9000e-005	1.1300e-004
tblVehicleEF	MHD	2.7630e-003	2.7900e-003
tblVehicleEF	MHD	7.4300e-004	8.0900e-004
tblVehicleEF	MHD	2.9900e-004	3.4900e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.5100e-004	1.6000e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.01	0.02

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tblVehicleEF	MHD	0.23	0.34
tblVehicleEF	MHD	1.1930e-003	1.1890e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.4300e-004	7.0300e-004
tblVehicleEF	MHD	2.9900e-004	3.4900e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.5100e-004	1.6000e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.25	0.37
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	3.7210e-003	5.3730e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.25
tblVehicleEF	OBUS	0.29	0.38
tblVehicleEF	OBUS	3.83	4.63
tblVehicleEF	OBUS	125.90	120.06
tblVehicleEF	OBUS	1,274.07	1,294.27
tblVehicleEF	OBUS	63.49	64.70
tblVehicleEF	OBUS	0.28	0.27
tblVehicleEF	OBUS	0.88	0.91
tblVehicleEF	OBUS	3.03	3.11
tblVehicleEF	OBUS	2.6000e-005	2.4000e-005
tblVehicleEF	OBUS	2.9110e-003	2.7730e-003
tblVehicleEF	OBUS	9.4500e-004	8.6200e-004
tblVehicleEF	OBUS	2.5000e-005	2.3000e-005

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tblVehicleEF	OBUS	2.7640e-003	2.6340e-003
tblVehicleEF	OBUS	8.6900e-004	7.9200e-004
tblVehicleEF	OBUS	8.1200e-004	7.9000e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	4.5300e-004	4.1600e-004
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.28
tblVehicleEF	OBUS	1.2120e-003	1.1570e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.0200e-004	7.2800e-004
tblVehicleEF	OBUS	8.1200e-004	7.9000e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	4.5300e-004	4.1600e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.27	0.31
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	3.7970e-003	5.5250e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.24
tblVehicleEF	OBUS	0.29	0.39
tblVehicleEF	OBUS	3.52	4.26
tblVehicleEF	OBUS	132.45	126.25
tblVehicleEF	OBUS	1,274.07	1,294.27

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tblVehicleEF	OBUS	63.49	64.70
tblVehicleEF	OBUS	0.29	0.27
tblVehicleEF	OBUS	0.85	0.87
tblVehicleEF	OBUS	2.99	3.05
tblVehicleEF	OBUS	2.2000e-005	2.0000e-005
tblVehicleEF	OBUS	2.9110e-003	2.7730e-003
tblVehicleEF	OBUS	9.4500e-004	8.6200e-004
tblVehicleEF	OBUS	2.1000e-005	1.9000e-005
tblVehicleEF	OBUS	2.7640e-003	2.6340e-003
tblVehicleEF	OBUS	8.6900e-004	7.9200e-004
tblVehicleEF	OBUS	1.8260e-003	1.8310e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	7.6000e-004	7.2500e-004
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.23	0.27
tblVehicleEF	OBUS	1.2750e-003	1.2160e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	6.9700e-004	7.2200e-004
tblVehicleEF	OBUS	1.8260e-003	1.8310e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.6000e-004	7.2500e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.25	0.29

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	3.6720e-003	5.2780e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.26	0.26
tblVehicleEF	OBUS	0.29	0.38
tblVehicleEF	OBUS	4.08	4.94
tblVehicleEF	OBUS	116.85	111.51
tblVehicleEF	OBUS	1,274.07	1,294.27
tblVehicleEF	OBUS	63.49	64.70
tblVehicleEF	OBUS	0.27	0.25
tblVehicleEF	OBUS	0.90	0.93
tblVehicleEF	OBUS	3.06	3.15
tblVehicleEF	OBUS	3.2000e-005	2.9000e-005
tblVehicleEF	OBUS	2.9110e-003	2.7730e-003
tblVehicleEF	OBUS	9.4500e-004	8.6200e-004
tblVehicleEF	OBUS	3.0000e-005	2.8000e-005
tblVehicleEF	OBUS	2.7640e-003	2.6340e-003
tblVehicleEF	OBUS	8.6900e-004	7.9200e-004
tblVehicleEF	OBUS	5.6000e-004	5.1300e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	1.7900e-004	1.5600e-004
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.30
tblVehicleEF	OBUS	1.1260e-003	1.0750e-003
tblVehicleEF	OBUS	0.01	0.01

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tblVehicleEF	OBUS	7.0600e-004	7.3300e-004
tblVehicleEF	OBUS	5.6000e-004	5.1300e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.7900e-004	1.5600e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.32
tblVehicleEF	SBUS	0.82	0.85
tblVehicleEF	SBUS	6.7640e-003	0.02
tblVehicleEF	SBUS	0.05	0.06
tblVehicleEF	SBUS	13.58	12.70
tblVehicleEF	SBUS	0.37	0.92
tblVehicleEF	SBUS	10.81	12.57
tblVehicleEF	SBUS	774.42	863.34
tblVehicleEF	SBUS	809.72	867.56
tblVehicleEF	SBUS	94.79	86.67
tblVehicleEF	SBUS	1.96	4.52
tblVehicleEF	SBUS	0.86	2.16
tblVehicleEF	SBUS	5.09	6.82
tblVehicleEF	SBUS	9.3400e-004	4.2180e-003
tblVehicleEF	SBUS	9.1050e-003	9.3910e-003
tblVehicleEF	SBUS	4.8090e-003	0.01
tblVehicleEF	SBUS	1.9160e-003	1.6480e-003
tblVehicleEF	SBUS	8.9300e-004	4.0350e-003
tblVehicleEF	SBUS	2.2760e-003	2.3480e-003
tblVehicleEF	SBUS	4.5600e-003	0.01



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tblVehicleEF	SBUS	1.7620e-003	1.5150e-003
tblVehicleEF	SBUS	3.7070e-003	2.7140e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	1.61	1.53
tblVehicleEF	SBUS	2.0970e-003	1.4040e-003
tblVehicleEF	SBUS	0.04	0.08
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.55	0.61
tblVehicleEF	SBUS	7.8740e-003	8.6860e-003
tblVehicleEF	SBUS	7.9330e-003	8.4760e-003
tblVehicleEF	SBUS	1.1340e-003	1.0830e-003
tblVehicleEF	SBUS	3.7070e-003	2.7140e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	2.35	2.22
tblVehicleEF	SBUS	2.0970e-003	1.4040e-003
tblVehicleEF	SBUS	0.05	0.10
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.61	0.67
tblVehicleEF	SBUS	0.82	0.85
tblVehicleEF	SBUS	6.9550e-003	0.02
tblVehicleEF	SBUS	0.04	0.05
tblVehicleEF	SBUS	13.55	12.64
tblVehicleEF	SBUS	0.38	0.95
tblVehicleEF	SBUS	8.34	9.70
tblVehicleEF	SBUS	792.65	889.23
tblVehicleEF	SBUS	809.72	867.56
tblVehicleEF	SBUS	94.79	86.67

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tblVehicleEF	SBUS	2.02	4.66
tblVehicleEF	SBUS	0.82	2.06
tblVehicleEF	SBUS	5.04	6.76
tblVehicleEF	SBUS	7.8700e-004	3.5560e-003
tblVehicleEF	SBUS	9.1050e-003	9.3910e-003
tblVehicleEF	SBUS	4.8090e-003	0.01
tblVehicleEF	SBUS	1.9160e-003	1.6480e-003
tblVehicleEF	SBUS	7.5300e-004	3.4020e-003
tblVehicleEF	SBUS	2.2760e-003	2.3480e-003
tblVehicleEF	SBUS	4.5600e-003	0.01
tblVehicleEF	SBUS	1.7620e-003	1.5150e-003
tblVehicleEF	SBUS	8.2750e-003	6.3100e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	1.61	1.53
tblVehicleEF	SBUS	3.4920e-003	2.4790e-003
tblVehicleEF	SBUS	0.04	0.08
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.48	0.53
tblVehicleEF	SBUS	8.0480e-003	8.9330e-003
tblVehicleEF	SBUS	7.9330e-003	8.4770e-003
tblVehicleEF	SBUS	1.0930e-003	1.0350e-003
tblVehicleEF	SBUS	8.2750e-003	6.3100e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	2.35	2.22
tblVehicleEF	SBUS	3.4920e-003	2.4790e-003
tblVehicleEF	SBUS	0.05	0.10
tblVehicleEF	SBUS	0.02	0.01

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tblVehicleEF	SBUS	0.52	0.58
tblVehicleEF	SBUS	0.82	0.85
tblVehicleEF	SBUS	6.6370e-003	0.02
tblVehicleEF	SBUS	0.06	0.07
tblVehicleEF	SBUS	13.61	12.78
tblVehicleEF	SBUS	0.37	0.91
tblVehicleEF	SBUS	13.18	15.33
tblVehicleEF	SBUS	749.24	827.58
tblVehicleEF	SBUS	809.72	867.56
tblVehicleEF	SBUS	94.79	86.67
tblVehicleEF	SBUS	1.88	4.33
tblVehicleEF	SBUS	0.88	2.20
tblVehicleEF	SBUS	5.13	6.86
tblVehicleEF	SBUS	1.1360e-003	5.1320e-003
tblVehicleEF	SBUS	9.1050e-003	9.3910e-003
tblVehicleEF	SBUS	4.8090e-003	0.01
tblVehicleEF	SBUS	1.9160e-003	1.6480e-003
tblVehicleEF	SBUS	1.0870e-003	4.9100e-003
tblVehicleEF	SBUS	2.2760e-003	2.3480e-003
tblVehicleEF	SBUS	4.5600e-003	0.01
tblVehicleEF	SBUS	1.7620e-003	1.5150e-003
tblVehicleEF	SBUS	2.5890e-003	1.7590e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	1.62	1.53
tblVehicleEF	SBUS	8.3600e-004	5.3300e-004
tblVehicleEF	SBUS	0.04	0.08
tblVehicleEF	SBUS	0.03	0.02

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tblVehicleEF	SBUS	0.62	0.69
tblVehicleEF	SBUS	7.6340e-003	8.3440e-003
tblVehicleEF	SBUS	7.9330e-003	8.4760e-003
tblVehicleEF	SBUS	1.1730e-003	1.1280e-003
tblVehicleEF	SBUS	2.5890e-003	1.7590e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	2.35	2.22
tblVehicleEF	SBUS	8.3600e-004	5.3300e-004
tblVehicleEF	SBUS	0.05	0.10
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.68	0.75
tblVehicleEF	UBUS	0.25	0.27
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.66	3.92
tblVehicleEF	UBUS	7.71	6.89
tblVehicleEF	UBUS	1,920.81	2,057.40
tblVehicleEF	UBUS	124.76	95.96
tblVehicleEF	UBUS	3.13	6.98
tblVehicleEF	UBUS	13.14	15.02
tblVehicleEF	UBUS	0.54	0.61
tblVehicleEF	UBUS	0.05	0.13
tblVehicleEF	UBUS	1.3970e-003	1.0290e-003
tblVehicleEF	UBUS	0.23	0.26
tblVehicleEF	UBUS	0.05	0.13
tblVehicleEF	UBUS	1.2850e-003	9.4600e-004
tblVehicleEF	UBUS	2.0810e-003	1.4610e-003
tblVehicleEF	UBUS	0.04	0.03

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tblVehicleEF	UBUS	1.5040e-003	8.9700e-004
tblVehicleEF	UBUS	0.15	0.38
tblVehicleEF	UBUS	9.5820e-003	7.7290e-003
tblVehicleEF	UBUS	0.65	0.52
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	1.3880e-003	1.0830e-003
tblVehicleEF	UBUS	2.0810e-003	1.4610e-003
tblVehicleEF	UBUS	0.04	0.03
tblVehicleEF	UBUS	1.5040e-003	8.9700e-004
tblVehicleEF	UBUS	0.41	0.69
tblVehicleEF	UBUS	9.5820e-003	7.7290e-003
tblVehicleEF	UBUS	0.71	0.57
tblVehicleEF	UBUS	0.25	0.28
tblVehicleEF	UBUS	0.04	0.03
tblVehicleEF	UBUS	2.67	3.94
tblVehicleEF	UBUS	6.29	5.57
tblVehicleEF	UBUS	1,920.81	2,057.40
tblVehicleEF	UBUS	124.76	95.96
tblVehicleEF	UBUS	2.99	6.70
tblVehicleEF	UBUS	13.06	14.96
tblVehicleEF	UBUS	0.54	0.61
tblVehicleEF	UBUS	0.05	0.13
tblVehicleEF	UBUS	1.3970e-003	1.0290e-003
tblVehicleEF	UBUS	0.23	0.26
tblVehicleEF	UBUS	0.05	0.13
tblVehicleEF	UBUS	1.2850e-003	9.4600e-004
tblVehicleEF	UBUS	4.8870e-003	3.6190e-003

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tblVehicleEF	UBUS	0.04	0.03
tblVehicleEF	UBUS	2.5480e-003	1.6040e-003
tblVehicleEF	UBUS	0.15	0.38
tblVehicleEF	UBUS	8.3620e-003	6.8760e-003
tblVehicleEF	UBUS	0.57	0.46
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	1.3630e-003	1.0610e-003
tblVehicleEF	UBUS	4.8870e-003	3.6190e-003
tblVehicleEF	UBUS	0.04	0.03
tblVehicleEF	UBUS	2.5480e-003	1.6040e-003
tblVehicleEF	UBUS	0.41	0.69
tblVehicleEF	UBUS	8.3620e-003	6.8760e-003
tblVehicleEF	UBUS	0.63	0.50
tblVehicleEF	UBUS	0.25	0.27
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.65	3.90
tblVehicleEF	UBUS	8.86	7.96
tblVehicleEF	UBUS	1,920.81	2,057.40
tblVehicleEF	UBUS	124.76	95.96
tblVehicleEF	UBUS	3.18	7.09
tblVehicleEF	UBUS	13.19	15.06
tblVehicleEF	UBUS	0.54	0.61
tblVehicleEF	UBUS	0.05	0.13
tblVehicleEF	UBUS	1.3970e-003	1.0290e-003
tblVehicleEF	UBUS	0.23	0.26
tblVehicleEF	UBUS	0.05	0.13
tblVehicleEF	UBUS	1.2850e-003	9.4600e-004

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tblVehicleEF	UBUS	1.5080e-003	9.3800e-004
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	6.4200e-004	3.4000e-004
tblVehicleEF	UBUS	0.15	0.38
tblVehicleEF	UBUS	0.01	9.5380e-003
tblVehicleEF	UBUS	0.70	0.57
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	1.4080e-003	1.1020e-003
tblVehicleEF	UBUS	1.5080e-003	9.3800e-004
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	6.4200e-004	3.4000e-004
tblVehicleEF	UBUS	0.41	0.68
tblVehicleEF	UBUS	0.01	9.5380e-003
tblVehicleEF	UBUS	0.77	0.62
tblVehicleTrips	HO_TL	5.70	5.26
tblVehicleTrips	HS_TL	4.80	5.26
tblVehicleTrips	HW_TL	10.80	5.26
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	WD_TR	6.65	5.44
tblWoodstoves	NumberCatalytic	3.00	0.00
tblWoodstoves	NumberNoncatalytic	3.00	0.00

## 2.0 Emissions Summary

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**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0567	0.7984	0.5850	1.8500e-003	0.0588	0.0205	0.0793	0.0159	0.0192	0.0351	0.0000	178.3703	178.3703	0.0285	0.0000	179.0818
2021	0.6917	1.1726	1.2777	2.8600e-003	0.0759	0.0539	0.1297	0.0206	0.0534	0.0740	0.0000	255.5617	255.5617	0.0200	0.0000	256.0607
2022	0.1508	0.2162	0.2686	5.7000e-004	0.0153	0.0101	0.0254	4.1200e-003	0.0100	0.0142	0.0000	50.3361	50.3361	4.0000e-003	0.0000	50.4362
<b>Maximum</b>	<b>0.6917</b>	<b>1.1726</b>	<b>1.2777</b>	<b>2.8600e-003</b>	<b>0.0759</b>	<b>0.0539</b>	<b>0.1297</b>	<b>0.0206</b>	<b>0.0534</b>	<b>0.0740</b>	<b>0.0000</b>	<b>255.5617</b>	<b>255.5617</b>	<b>0.0285</b>	<b>0.0000</b>	<b>256.0607</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0257	0.4724	0.6353	1.8500e-003	0.0487	2.4800e-003	0.0512	0.0132	2.4100e-003	0.0156	0.0000	178.3702	178.3702	0.0285	0.0000	179.0817
2021	0.5802	0.4503	1.2668	2.8600e-003	0.0759	3.1700e-003	0.0790	0.0206	3.1100e-003	0.0237	0.0000	255.5615	255.5615	0.0200	0.0000	256.0606
2022	0.1293	0.0672	0.2707	5.7000e-004	0.0153	6.4000e-004	0.0159	4.1200e-003	6.3000e-004	4.7500e-003	0.0000	50.3361	50.3361	4.0000e-003	0.0000	50.4362
<b>Maximum</b>	<b>0.5802</b>	<b>0.4724</b>	<b>1.2668</b>	<b>2.8600e-003</b>	<b>0.0759</b>	<b>3.1700e-003</b>	<b>0.0790</b>	<b>0.0206</b>	<b>3.1100e-003</b>	<b>0.0237</b>	<b>0.0000</b>	<b>255.5615</b>	<b>255.5615</b>	<b>0.0285</b>	<b>0.0000</b>	<b>256.0606</b>



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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	18.23	54.74	-1.94	0.00	6.68	92.56	37.65	6.62	92.56	64.24	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	7-1-2020	9-30-2020	0.3797	0.1517
2	10-1-2020	12-31-2020	0.4663	0.3410
3	1-1-2021	3-31-2021	0.1359	0.1008
4	4-1-2021	6-30-2021	0.3586	0.2058
5	7-1-2021	9-30-2021	0.6769	0.3571
6	10-1-2021	12-31-2021	0.6795	0.3597
7	1-1-2022	3-31-2022	0.3787	0.2033
		Highest	0.6795	0.3597

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**2.2 Overall Operational**  
**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7505	0.0135	1.1114	6.0000e-005		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	2.5689	2.5689	1.7500e-003	1.0000e-005	2.6167
Energy	7.0600e-003	0.0603	0.0257	3.9000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	178.3768	178.3768	6.4300e-003	2.3700e-003	179.2440
Mobile	0.1608	0.4260	1.6333	5.3800e-003	0.5145	4.4500e-003	0.5189	0.1383	4.1400e-003	0.1424	0.0000	493.0410	493.0410	0.0183	0.0000	493.4978
Waste						0.0000	0.0000		0.0000	0.0000	14.0064	0.0000	14.0064	0.8278	0.0000	34.7002
Water						0.0000	0.0000		0.0000	0.0000	3.1006	10.0850	13.1855	0.3189	7.6200e-003	23.4298
<b>Total</b>	<b>0.9184</b>	<b>0.4998</b>	<b>2.7703</b>	<b>5.8300e-003</b>	<b>0.5145</b>	<b>0.0156</b>	<b>0.5300</b>	<b>0.1383</b>	<b>0.0153</b>	<b>0.1535</b>	<b>17.1069</b>	<b>684.0716</b>	<b>701.1785</b>	<b>1.1731</b>	<b>0.0100</b>	<b>733.4885</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7505	0.0135	1.1114	6.0000e-005		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	2.5689	2.5689	1.7500e-003	1.0000e-005	2.6167
Energy	7.0600e-003	0.0603	0.0257	3.9000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	176.2197	176.2197	6.3200e-003	2.3500e-003	177.0779
Mobile	0.1342	0.3150	1.0778	2.8200e-003	0.2559	2.6100e-003	0.2585	0.0688	2.4200e-003	0.0712	0.0000	258.5372	258.5372	0.0108	0.0000	258.8063
Waste						0.0000	0.0000		0.0000	0.0000	14.0064	0.0000	14.0064	0.8278	0.0000	34.7002
Water						0.0000	0.0000		0.0000	0.0000	2.4804	8.4740	10.9545	0.2552	6.1000e-003	19.1515
<b>Total</b>	<b>0.8918</b>	<b>0.3888</b>	<b>2.2148</b>	<b>3.2700e-003</b>	<b>0.2559</b>	<b>0.0137</b>	<b>0.2696</b>	<b>0.0688</b>	<b>0.0135</b>	<b>0.0823</b>	<b>16.4868</b>	<b>445.7998</b>	<b>462.2866</b>	<b>1.1017</b>	<b>8.4600e-003</b>	<b>492.3526</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>2.90</b>	<b>22.21</b>	<b>20.05</b>	<b>43.91</b>	<b>50.26</b>	<b>11.83</b>	<b>49.13</b>	<b>50.26</b>	<b>11.28</b>	<b>46.38</b>	<b>3.62</b>	<b>34.83</b>	<b>34.07</b>	<b>6.09</b>	<b>15.40</b>	<b>32.88</b>

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	9/2/2020	5	46	
2	Site Preparation	Site Preparation	9/3/2020	9/10/2020	5	6	
3	Grading	Grading	9/11/2020	11/20/2020	5	51	
4	Building Construction	Building Construction	11/23/2020	2/21/2022	5	326	
5	Architectural Coating	Architectural Coating	5/24/2021	2/21/2022	5	196	
6	Paving	Paving	2/22/2022	3/22/2022	5	21	

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

**Acres of Grading (Grading Phase): 1.35**

**Acres of Paving: 0**

**Residential Indoor: 336,960; Residential Outdoor: 112,320; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,716 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	0.70	81	0.73
Demolition	Excavators	2	6.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.80	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	2.70	97	0.37
Site Preparation	Graders	1	3.60	187	0.41
Site Preparation	Rubber Tired Dozers	1	2.40	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	2.40	97	0.37
Grading	Bore/Drill Rigs	1	1.20	221	0.50
Grading	Bore/Drill Rigs	1	0.60	221	0.50
Grading	Excavators	1	5.40	158	0.38
Grading	Generator Sets	1	4.00	84	0.74
Grading	Graders	1	0.00	187	0.41
Grading	Rubber Tired Dozers	1	0.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	3.60	97	0.37
Building Construction	Cranes	1	0.00	231	0.29
Building Construction	Forklifts	1	4.00	89	0.20
Building Construction	Generator Sets	1	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	0.00	97	0.37
Building Construction	Welders	3	1.70	46	0.45
Architectural Coating	Aerial Lifts	2	0.40	63	0.31
Architectural Coating	Air Compressors	8	4.10	78	0.48
Paving	Cement and Mortar Mixers	1	0.00	9	0.56
Paving	Pavers	1	2.00	130	0.42
Paving	Paving Equipment	1	0.00	132	0.36
Paving	Rollers	1	0.80	80	0.38
Paving	Tractors/Loaders/Backhoes	1	1.60	97	0.37

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**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	5	35.00	0.00	112.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	35.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	35.00	0.00	2,324.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	35.00	21.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	10	35.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	35.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0121	0.0000	0.0121	1.8300e-003	0.0000	1.8300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0165	0.1649	0.1592	2.6000e-004		8.3400e-003	8.3400e-003		7.7000e-003	7.7000e-003	0.0000	22.7368	22.7368	7.0700e-003	0.0000	22.9136
<b>Total</b>	<b>0.0165</b>	<b>0.1649</b>	<b>0.1592</b>	<b>2.6000e-004</b>	<b>0.0121</b>	<b>8.3400e-003</b>	<b>0.0204</b>	<b>1.8300e-003</b>	<b>7.7000e-003</b>	<b>9.5300e-003</b>	<b>0.0000</b>	<b>22.7368</b>	<b>22.7368</b>	<b>7.0700e-003</b>	<b>0.0000</b>	<b>22.9136</b>

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**3.2 Demolition - 2020**

**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	5.0000e-004	0.0181	7.5300e-003	5.0000e-005	9.4000e-004	6.0000e-005	9.9000e-004	2.6000e-004	5.0000e-005	3.1000e-004	0.0000	4.6778	4.6778	5.8000e-004	0.0000	4.6924
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	1.4900e-003	0.0157	6.0000e-005	6.3400e-003	4.0000e-005	6.3800e-003	1.6900e-003	4.0000e-005	1.7200e-003	0.0000	5.2770	5.2770	1.0000e-004	0.0000	5.2796
<b>Total</b>	<b>2.7000e-003</b>	<b>0.0196</b>	<b>0.0232</b>	<b>1.1000e-004</b>	<b>7.2800e-003</b>	<b>1.0000e-004</b>	<b>7.3700e-003</b>	<b>1.9500e-003</b>	<b>9.0000e-005</b>	<b>2.0300e-003</b>	<b>0.0000</b>	<b>9.9548</b>	<b>9.9548</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>9.9719</b>

**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					5.4300e-003	0.0000	5.4300e-003	8.2000e-004	0.0000	8.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1500e-003	0.0137	0.1810	2.6000e-004		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	22.7368	22.7368	7.0700e-003	0.0000	22.9136
<b>Total</b>	<b>3.1500e-003</b>	<b>0.0137</b>	<b>0.1810</b>	<b>2.6000e-004</b>	<b>5.4300e-003</b>	<b>4.2000e-004</b>	<b>5.8500e-003</b>	<b>8.2000e-004</b>	<b>4.2000e-004</b>	<b>1.2400e-003</b>	<b>0.0000</b>	<b>22.7368</b>	<b>22.7368</b>	<b>7.0700e-003</b>	<b>0.0000</b>	<b>22.9136</b>

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**3.2 Demolition - 2020**

**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	5.0000e-004	0.0181	7.5300e-003	5.0000e-005	9.4000e-004	6.0000e-005	9.9000e-004	2.6000e-004	5.0000e-005	3.1000e-004	0.0000	4.6778	4.6778	5.8000e-004	0.0000	4.6924
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	1.4900e-003	0.0157	6.0000e-005	6.3400e-003	4.0000e-005	6.3800e-003	1.6900e-003	4.0000e-005	1.7200e-003	0.0000	5.2770	5.2770	1.0000e-004	0.0000	5.2796
<b>Total</b>	<b>2.7000e-003</b>	<b>0.0196</b>	<b>0.0232</b>	<b>1.1000e-004</b>	<b>7.2800e-003</b>	<b>1.0000e-004</b>	<b>7.3700e-003</b>	<b>1.9500e-003</b>	<b>9.0000e-005</b>	<b>2.0300e-003</b>	<b>0.0000</b>	<b>9.9548</b>	<b>9.9548</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>9.9719</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.4200e-003	0.0000	5.4200e-003	2.9800e-003	0.0000	2.9800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0225	0.0103	2.0000e-005		1.0100e-003	1.0100e-003		9.3000e-004	9.3000e-004	0.0000	1.9538	1.9538	6.3000e-004	0.0000	1.9696
<b>Total</b>	<b>1.9900e-003</b>	<b>0.0225</b>	<b>0.0103</b>	<b>2.0000e-005</b>	<b>5.4200e-003</b>	<b>1.0100e-003</b>	<b>6.4300e-003</b>	<b>2.9800e-003</b>	<b>9.3000e-004</b>	<b>3.9100e-003</b>	<b>0.0000</b>	<b>1.9538</b>	<b>1.9538</b>	<b>6.3000e-004</b>	<b>0.0000</b>	<b>1.9696</b>



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**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.9000e-004	2.0400e-003	1.0000e-005	8.3000e-004	1.0000e-005	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6883	0.6883	1.0000e-005	0.0000	0.6886
<b>Total</b>	<b>2.9000e-004</b>	<b>1.9000e-004</b>	<b>2.0400e-003</b>	<b>1.0000e-005</b>	<b>8.3000e-004</b>	<b>1.0000e-005</b>	<b>8.3000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.6883</b>	<b>0.6883</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.6886</b>

**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					2.4400e-003	0.0000	2.4400e-003	1.3400e-003	0.0000	1.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	1.1800e-003	0.0117	2.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	1.9538	1.9538	6.3000e-004	0.0000	1.9696
<b>Total</b>	<b>2.7000e-004</b>	<b>1.1800e-003</b>	<b>0.0117</b>	<b>2.0000e-005</b>	<b>2.4400e-003</b>	<b>4.0000e-005</b>	<b>2.4800e-003</b>	<b>1.3400e-003</b>	<b>4.0000e-005</b>	<b>1.3800e-003</b>	<b>0.0000</b>	<b>1.9538</b>	<b>1.9538</b>	<b>6.3000e-004</b>	<b>0.0000</b>	<b>1.9696</b>

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**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.9000e-004	2.0400e-003	1.0000e-005	8.3000e-004	1.0000e-005	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6883	0.6883	1.0000e-005	0.0000	0.6886
<b>Total</b>	<b>2.9000e-004</b>	<b>1.9000e-004</b>	<b>2.0400e-003</b>	<b>1.0000e-005</b>	<b>8.3000e-004</b>	<b>1.0000e-005</b>	<b>8.3000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.6883</b>	<b>0.6883</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.6886</b>

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.2000e-004	0.0000	7.2000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0157	0.1544	0.1678	3.0000e-004		8.1500e-003	8.1500e-003		7.7000e-003	7.7000e-003	0.0000	26.0132	26.0132	6.4900e-003	0.0000	26.1754
<b>Total</b>	<b>0.0157</b>	<b>0.1544</b>	<b>0.1678</b>	<b>3.0000e-004</b>	<b>7.2000e-004</b>	<b>8.1500e-003</b>	<b>8.8700e-003</b>	<b>8.0000e-005</b>	<b>7.7000e-003</b>	<b>7.7800e-003</b>	<b>0.0000</b>	<b>26.0132</b>	<b>26.0132</b>	<b>6.4900e-003</b>	<b>0.0000</b>	<b>26.1754</b>

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**3.4 Grading - 2020**

**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	0.0103	0.3750	0.1563	9.4000e-004	0.0194	1.1700e-003	0.0206	5.3400e-003	1.1200e-003	6.4600e-003	0.0000	97.0635	97.0635	0.0121	0.0000	97.3664
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4300e-003	1.6500e-003	0.0174	6.0000e-005	7.0300e-003	4.0000e-005	7.0700e-003	1.8700e-003	4.0000e-005	1.9100e-003	0.0000	5.8506	5.8506	1.1000e-004	0.0000	5.8535
<b>Total</b>	<b>0.0127</b>	<b>0.3766</b>	<b>0.1737</b>	<b>1.0000e-003</b>	<b>0.0265</b>	<b>1.2100e-003</b>	<b>0.0277</b>	<b>7.2100e-003</b>	<b>1.1600e-003</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>102.9141</b>	<b>102.9141</b>	<b>0.0122</b>	<b>0.0000</b>	<b>103.2198</b>

**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					3.2000e-004	0.0000	3.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4700e-003	0.0151	0.1975	3.0000e-004		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	26.0132	26.0132	6.4900e-003	0.0000	26.1754
<b>Total</b>	<b>3.4700e-003</b>	<b>0.0151</b>	<b>0.1975</b>	<b>3.0000e-004</b>	<b>3.2000e-004</b>	<b>4.6000e-004</b>	<b>7.8000e-004</b>	<b>3.0000e-005</b>	<b>4.6000e-004</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>26.0132</b>	<b>26.0132</b>	<b>6.4900e-003</b>	<b>0.0000</b>	<b>26.1754</b>

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**3.4 Grading - 2020**

**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	0.0103	0.3750	0.1563	9.4000e-004	0.0194	1.1700e-003	0.0206	5.3400e-003	1.1200e-003	6.4600e-003	0.0000	97.0635	97.0635	0.0121	0.0000	97.3664
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4300e-003	1.6500e-003	0.0174	6.0000e-005	7.0300e-003	4.0000e-005	7.0700e-003	1.8700e-003	4.0000e-005	1.9100e-003	0.0000	5.8506	5.8506	1.1000e-004	0.0000	5.8535
<b>Total</b>	<b>0.0127</b>	<b>0.3766</b>	<b>0.1737</b>	<b>1.0000e-003</b>	<b>0.0265</b>	<b>1.2100e-003</b>	<b>0.0277</b>	<b>7.2100e-003</b>	<b>1.1600e-003</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>102.9141</b>	<b>102.9141</b>	<b>0.0122</b>	<b>0.0000</b>	<b>103.2198</b>

**3.5 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2100e-003	0.0239	0.0249	3.0000e-005		1.5000e-003	1.5000e-003		1.4500e-003	1.4500e-003	0.0000	2.7135	2.7135	5.7000e-004	0.0000	2.7278
<b>Total</b>	<b>4.2100e-003</b>	<b>0.0239</b>	<b>0.0249</b>	<b>3.0000e-005</b>		<b>1.5000e-003</b>	<b>1.5000e-003</b>		<b>1.4500e-003</b>	<b>1.4500e-003</b>	<b>0.0000</b>	<b>2.7135</b>	<b>2.7135</b>	<b>5.7000e-004</b>	<b>0.0000</b>	<b>2.7278</b>

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**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1800e-003	0.0353	0.0141	8.0000e-005	1.9800e-003	1.8000e-004	2.1600e-003	5.7000e-004	1.7000e-004	7.4000e-004	0.0000	8.0691	8.0691	7.0000e-004	0.0000	8.0866
Worker	1.3800e-003	9.4000e-004	9.8800e-003	4.0000e-005	4.0000e-003	3.0000e-005	4.0200e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	3.3268	3.3268	6.0000e-005	0.0000	3.3284
<b>Total</b>	<b>2.5600e-003</b>	<b>0.0363</b>	<b>0.0239</b>	<b>1.2000e-004</b>	<b>5.9800e-003</b>	<b>2.1000e-004</b>	<b>6.1800e-003</b>	<b>1.6300e-003</b>	<b>1.9000e-004</b>	<b>1.8300e-003</b>	<b>0.0000</b>	<b>11.3959</b>	<b>11.3959</b>	<b>7.6000e-004</b>	<b>0.0000</b>	<b>11.4150</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4000e-004	9.8700e-003	0.0223	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.7135	2.7135	5.7000e-004	0.0000	2.7278
<b>Total</b>	<b>5.4000e-004</b>	<b>9.8700e-003</b>	<b>0.0223</b>	<b>3.0000e-005</b>		<b>5.0000e-005</b>	<b>5.0000e-005</b>		<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.7135</b>	<b>2.7135</b>	<b>5.7000e-004</b>	<b>0.0000</b>	<b>2.7278</b>

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**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1800e-003	0.0353	0.0141	8.0000e-005	1.9800e-003	1.8000e-004	2.1600e-003	5.7000e-004	1.7000e-004	7.4000e-004	0.0000	8.0691	8.0691	7.0000e-004	0.0000	8.0866
Worker	1.3800e-003	9.4000e-004	9.8800e-003	4.0000e-005	4.0000e-003	3.0000e-005	4.0200e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	3.3268	3.3268	6.0000e-005	0.0000	3.3284
<b>Total</b>	<b>2.5600e-003</b>	<b>0.0363</b>	<b>0.0239</b>	<b>1.2000e-004</b>	<b>5.9800e-003</b>	<b>2.1000e-004</b>	<b>6.1800e-003</b>	<b>1.6300e-003</b>	<b>1.9000e-004</b>	<b>1.8300e-003</b>	<b>0.0000</b>	<b>11.3959</b>	<b>11.3959</b>	<b>7.6000e-004</b>	<b>0.0000</b>	<b>11.4150</b>

**3.5 Building Construction - 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	0.0336	0.2025	0.2192	3.1000e-004		0.0116	0.0116		0.0112	0.0112	0.0000	24.4213	24.4213	4.8700e-003	0.0000	24.5431
<b>Total</b>	<b>0.0336</b>	<b>0.2025</b>	<b>0.2192</b>	<b>3.1000e-004</b>		<b>0.0116</b>	<b>0.0116</b>		<b>0.0112</b>	<b>0.0112</b>	<b>0.0000</b>	<b>24.4213</b>	<b>24.4213</b>	<b>4.8700e-003</b>	<b>0.0000</b>	<b>24.5431</b>

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**3.5 Building Construction - 2021**

**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	8.7500e-003	0.2854	0.1225	7.2000e-004	0.0179	6.5000e-004	0.0185	5.1700e-003	6.3000e-004	5.7900e-003	0.0000	71.7198	71.7198	6.2000e-003	0.0000	71.8747
Worker	0.0116	7.5700e-003	0.0821	3.2000e-004	0.0360	2.2000e-004	0.0362	9.5700e-003	2.0000e-004	9.7700e-003	0.0000	28.8762	28.8762	5.2000e-004	0.0000	28.8893
<b>Total</b>	<b>0.0204</b>	<b>0.2930</b>	<b>0.2046</b>	<b>1.0400e-003</b>	<b>0.0538</b>	<b>8.7000e-004</b>	<b>0.0547</b>	<b>0.0147</b>	<b>8.3000e-004</b>	<b>0.0156</b>	<b>0.0000</b>	<b>100.5960</b>	<b>100.5960</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>100.7641</b>

**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	4.8700e-003	0.0889	0.2003	3.1000e-004		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	24.4213	24.4213	4.8700e-003	0.0000	24.5431
<b>Total</b>	<b>4.8700e-003</b>	<b>0.0889</b>	<b>0.2003</b>	<b>3.1000e-004</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>24.4213</b>	<b>24.4213</b>	<b>4.8700e-003</b>	<b>0.0000</b>	<b>24.5431</b>

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**3.5 Building Construction - 2021**

**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	8.7500e-003	0.2854	0.1225	7.2000e-004	0.0179	6.5000e-004	0.0185	5.1700e-003	6.3000e-004	5.7900e-003	0.0000	71.7198	71.7198	6.2000e-003	0.0000	71.8747
Worker	0.0116	7.5700e-003	0.0821	3.2000e-004	0.0360	2.2000e-004	0.0362	9.5700e-003	2.0000e-004	9.7700e-003	0.0000	28.8762	28.8762	5.2000e-004	0.0000	28.8893
<b>Total</b>	<b>0.0204</b>	<b>0.2930</b>	<b>0.2046</b>	<b>1.0400e-003</b>	<b>0.0538</b>	<b>8.7000e-004</b>	<b>0.0547</b>	<b>0.0147</b>	<b>8.3000e-004</b>	<b>0.0156</b>	<b>0.0000</b>	<b>100.5960</b>	<b>100.5960</b>	<b>6.7200e-003</b>	<b>0.0000</b>	<b>100.7641</b>

**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	4.2000e-003	0.0263	0.0298	4.0000e-005		1.3600e-003	1.3600e-003		1.3100e-003	1.3100e-003	0.0000	3.3685	3.3685	6.5000e-004	0.0000	3.3847
<b>Total</b>	<b>4.2000e-003</b>	<b>0.0263</b>	<b>0.0298</b>	<b>4.0000e-005</b>		<b>1.3600e-003</b>	<b>1.3600e-003</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>3.3685</b>	<b>3.3685</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>3.3847</b>



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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1300e-003	0.0370	0.0169	1.0000e-004	2.4600e-003	8.0000e-005	2.5400e-003	7.1000e-004	8.0000e-005	7.9000e-004	0.0000	9.7652	9.7652	8.5000e-004	0.0000	9.7864
Worker	1.5200e-003	9.4000e-004	0.0105	4.0000e-005	4.9600e-003	3.0000e-005	4.9900e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	3.8372	3.8372	7.0000e-005	0.0000	3.8389
<b>Total</b>	<b>2.6500e-003</b>	<b>0.0380</b>	<b>0.0274</b>	<b>1.4000e-004</b>	<b>7.4200e-003</b>	<b>1.1000e-004</b>	<b>7.5300e-003</b>	<b>2.0300e-003</b>	<b>1.1000e-004</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>13.6024</b>	<b>13.6024</b>	<b>9.2000e-004</b>	<b>0.0000</b>	<b>13.6253</b>

**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	6.7000e-004	0.0123	0.0276	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.3685	3.3685	6.5000e-004	0.0000	3.3847
<b>Total</b>	<b>6.7000e-004</b>	<b>0.0123</b>	<b>0.0276</b>	<b>4.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>3.3685</b>	<b>3.3685</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>3.3847</b>

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**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1300e-003	0.0370	0.0169	1.0000e-004	2.4600e-003	8.0000e-005	2.5400e-003	7.1000e-004	8.0000e-005	7.9000e-004	0.0000	9.7652	9.7652	8.5000e-004	0.0000	9.7864
Worker	1.5200e-003	9.4000e-004	0.0105	4.0000e-005	4.9600e-003	3.0000e-005	4.9900e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	3.8372	3.8372	7.0000e-005	0.0000	3.8389
<b>Total</b>	<b>2.6500e-003</b>	<b>0.0380</b>	<b>0.0274</b>	<b>1.4000e-004</b>	<b>7.4200e-003</b>	<b>1.1000e-004</b>	<b>7.5300e-003</b>	<b>2.0300e-003</b>	<b>1.1000e-004</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>13.6024</b>	<b>13.6024</b>	<b>9.2000e-004</b>	<b>0.0000</b>	<b>13.6253</b>

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5345					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0960	0.6725	0.8036	1.3100e-003		0.0412	0.0412		0.0412	0.0412	0.0000	112.8425	112.8425	8.0400e-003	0.0000	113.0436
<b>Total</b>	<b>0.6305</b>	<b>0.6725</b>	<b>0.8036</b>	<b>1.3100e-003</b>		<b>0.0412</b>	<b>0.0412</b>		<b>0.0412</b>	<b>0.0412</b>	<b>0.0000</b>	<b>112.8425</b>	<b>112.8425</b>	<b>8.0400e-003</b>	<b>0.0000</b>	<b>113.0436</b>

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**3.6 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1400e-003	4.6400e-003	0.0503	2.0000e-004	0.0220	1.3000e-004	0.0222	5.8700e-003	1.2000e-004	5.9900e-003	0.0000	17.7019	17.7019	3.2000e-004	0.0000	17.7099
<b>Total</b>	<b>7.1400e-003</b>	<b>4.6400e-003</b>	<b>0.0503</b>	<b>2.0000e-004</b>	<b>0.0220</b>	<b>1.3000e-004</b>	<b>0.0222</b>	<b>5.8700e-003</b>	<b>1.2000e-004</b>	<b>5.9900e-003</b>	<b>0.0000</b>	<b>17.7019</b>	<b>17.7019</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>17.7099</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5345					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.0639	0.8116	1.3100e-003		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	112.8424	112.8424	8.0400e-003	0.0000	113.0435
<b>Total</b>	<b>0.5478</b>	<b>0.0639</b>	<b>0.8116</b>	<b>1.3100e-003</b>		<b>1.7500e-003</b>	<b>1.7500e-003</b>		<b>1.7500e-003</b>	<b>1.7500e-003</b>	<b>0.0000</b>	<b>112.8424</b>	<b>112.8424</b>	<b>8.0400e-003</b>	<b>0.0000</b>	<b>113.0435</b>

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**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1400e-003	4.6400e-003	0.0503	2.0000e-004	0.0220	1.3000e-004	0.0222	5.8700e-003	1.2000e-004	5.9900e-003	0.0000	17.7019	17.7019	3.2000e-004	0.0000	17.7099
<b>Total</b>	<b>7.1400e-003</b>	<b>4.6400e-003</b>	<b>0.0503</b>	<b>2.0000e-004</b>	<b>0.0220</b>	<b>1.3000e-004</b>	<b>0.0222</b>	<b>5.8700e-003</b>	<b>1.2000e-004</b>	<b>5.9900e-003</b>	<b>0.0000</b>	<b>17.7019</b>	<b>17.7019</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>17.7099</b>

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1203					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0202	0.1396	0.1804	3.0000e-004		8.0600e-003	8.0600e-003		8.0600e-003	8.0600e-003	0.0000	25.3896	25.3896	1.7200e-003	0.0000	25.4326
<b>Total</b>	<b>0.1405</b>	<b>0.1396</b>	<b>0.1804</b>	<b>3.0000e-004</b>		<b>8.0600e-003</b>	<b>8.0600e-003</b>		<b>8.0600e-003</b>	<b>8.0600e-003</b>	<b>0.0000</b>	<b>25.3896</b>	<b>25.3896</b>	<b>1.7200e-003</b>	<b>0.0000</b>	<b>25.4326</b>

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**3.6 Architectural Coating - 2022**

**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	1.5200e-003	9.4000e-004	0.0105	4.0000e-005	4.9600e-003	3.0000e-005	4.9900e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	3.8372	3.8372	7.0000e-005	0.0000	3.8389
<b>Total</b>	<b>1.5200e-003</b>	<b>9.4000e-004</b>	<b>0.0105</b>	<b>4.0000e-005</b>	<b>4.9600e-003</b>	<b>3.0000e-005</b>	<b>4.9900e-003</b>	<b>1.3200e-003</b>	<b>3.0000e-005</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>3.8372</b>	<b>3.8372</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>3.8389</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1203					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-003	0.0144	0.1826	3.0000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	25.3895	25.3895	1.7200e-003	0.0000	25.4326
<b>Total</b>	<b>0.1233</b>	<b>0.0144</b>	<b>0.1826</b>	<b>3.0000e-004</b>		<b>3.9000e-004</b>	<b>3.9000e-004</b>		<b>3.9000e-004</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>25.3895</b>	<b>25.3895</b>	<b>1.7200e-003</b>	<b>0.0000</b>	<b>25.4326</b>

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**3.6 Architectural Coating - 2022**

**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	1.5200e-003	9.4000e-004	0.0105	4.0000e-005	4.9600e-003	3.0000e-005	4.9900e-003	1.3200e-003	3.0000e-005	1.3500e-003	0.0000	3.8372	3.8372	7.0000e-005	0.0000	3.8389
<b>Total</b>	<b>1.5200e-003</b>	<b>9.4000e-004</b>	<b>0.0105</b>	<b>4.0000e-005</b>	<b>4.9600e-003</b>	<b>3.0000e-005</b>	<b>4.9900e-003</b>	<b>1.3200e-003</b>	<b>3.0000e-005</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>3.8372</b>	<b>3.8372</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>3.8389</b>

**3.7 Paving - 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	1.0600e-003	0.0108	0.0142	2.0000e-005		5.6000e-004	5.6000e-004		5.1000e-004	5.1000e-004	0.0000	1.9001	1.9001	6.1000e-004	0.0000	1.9154
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.0600e-003</b>	<b>0.0108</b>	<b>0.0142</b>	<b>2.0000e-005</b>		<b>5.6000e-004</b>	<b>5.6000e-004</b>		<b>5.1000e-004</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.9001</b>	<b>1.9001</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>1.9154</b>

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**3.7 Paving - 2022**

**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	8.8000e-004	5.5000e-004	6.1400e-003	2.0000e-005	2.8900e-003	2.0000e-005	2.9100e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.2384	2.2384	4.0000e-005	0.0000	2.2393
<b>Total</b>	<b>8.8000e-004</b>	<b>5.5000e-004</b>	<b>6.1400e-003</b>	<b>2.0000e-005</b>	<b>2.8900e-003</b>	<b>2.0000e-005</b>	<b>2.9100e-003</b>	<b>7.7000e-004</b>	<b>2.0000e-005</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>2.2384</b>	<b>2.2384</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>2.2393</b>

**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	2.7000e-004	1.1500e-003	0.0164	2.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	1.9001	1.9001	6.1000e-004	0.0000	1.9154
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.7000e-004</b>	<b>1.1500e-003</b>	<b>0.0164</b>	<b>2.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.9001</b>	<b>1.9001</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>1.9154</b>

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**3.7 Paving - 2022**

**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	8.8000e-004	5.5000e-004	6.1400e-003	2.0000e-005	2.8900e-003	2.0000e-005	2.9100e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.2384	2.2384	4.0000e-005	0.0000	2.2393
<b>Total</b>	<b>8.8000e-004</b>	<b>5.5000e-004</b>	<b>6.1400e-003</b>	<b>2.0000e-005</b>	<b>2.8900e-003</b>	<b>2.0000e-005</b>	<b>2.9100e-003</b>	<b>7.7000e-004</b>	<b>2.0000e-005</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>2.2384</b>	<b>2.2384</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>2.2393</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing



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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1342	0.3150	1.0778	2.8200e-003	0.2559	2.6100e-003	0.2585	0.0688	2.4200e-003	0.0712	0.0000	258.5372	258.5372	0.0108	0.0000	258.8063
Unmitigated	0.1608	0.4260	1.6333	5.3800e-003	0.5145	4.4500e-003	0.5189	0.1383	4.1400e-003	0.1424	0.0000	493.0410	493.0410	0.0183	0.0000	493.4978

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	816.00	816.00	816.00	1,387,473	690,152
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	816.00	816.00	816.00	1,387,473	690,152

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.26	5.26	5.26	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.470625	0.050338	0.265549	0.140745	0.017339	0.006996	0.024054	0.006595	0.004215	0.003104	0.009159	0.000488	0.000793
Enclosed Parking with Elevator	0.470625	0.050338	0.265549	0.140745	0.017339	0.006996	0.024054	0.006595	0.004215	0.003104	0.009159	0.000488	0.000793

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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	106.3364	106.3364	4.9800e-003	1.0700e-003	106.7793
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	108.4935	108.4935	5.0900e-003	1.0900e-003	108.9454
NaturalGas Mitigated	7.0600e-003	0.0603	0.0257	3.9000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	69.8834	69.8834	1.3400e-003	1.2800e-003	70.2986
NaturalGas Unmitigated	7.0600e-003	0.0603	0.0257	3.9000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	69.8834	69.8834	1.3400e-003	1.2800e-003	70.2986

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.30956e+006	7.0600e-003	0.0603	0.0257	3.9000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	69.8834	69.8834	1.3400e-003	1.2800e-003	70.2986
Enclosed Parking with Elevator	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
<b>Total</b>		<b>7.0600e-003</b>	<b>0.0603</b>	<b>0.0257</b>	<b>3.9000e-004</b>		<b>4.8800e-003</b>	<b>4.8800e-003</b>		<b>4.8800e-003</b>	<b>4.8800e-003</b>	<b>0.0000</b>	<b>69.8834</b>	<b>69.8834</b>	<b>1.3400e-003</b>	<b>1.2800e-003</b>	<b>70.2986</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.30956e+006	7.0600e-003	0.0603	0.0257	3.9000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	69.8834	69.8834	1.3400e-003	1.2800e-003	70.2986
Enclosed Parking with Elevator	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
<b>Total</b>		<b>7.0600e-003</b>	<b>0.0603</b>	<b>0.0257</b>	<b>3.9000e-004</b>		<b>4.8800e-003</b>	<b>4.8800e-003</b>		<b>4.8800e-003</b>	<b>4.8800e-003</b>	<b>0.0000</b>	<b>69.8834</b>	<b>69.8834</b>	<b>1.3400e-003</b>	<b>1.2800e-003</b>	<b>70.2986</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	633299	85.7900	4.0200e-003	8.6000e-004	86.1474
Enclosed Parking with Elevator	167596	22.7035	1.0600e-003	2.3000e-004	22.7980
<b>Total</b>		<b>108.4935</b>	<b>5.0800e-003</b>	<b>1.0900e-003</b>	<b>108.9454</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	617375	83.6329	3.9200e-003	8.4000e-004	83.9813
Enclosed Parking with Elevator	167596	22.7035	1.0600e-003	2.3000e-004	22.7980
<b>Total</b>		<b>106.3364</b>	<b>4.9800e-003</b>	<b>1.0700e-003</b>	<b>106.7793</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7505	0.0135	1.1114	6.0000e-005		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	2.5689	2.5689	1.7500e-003	1.0000e-005	2.6167
Unmitigated	0.7505	0.0135	1.1114	6.0000e-005		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	2.5689	2.5689	1.7500e-003	1.0000e-005	2.6167

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**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	0.0655					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.0000e-005	6.5000e-004	2.8000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7490	0.7490	1.0000e-005	1.0000e-005	0.7535
Landscaping	0.0333	0.0128	1.1111	6.0000e-005		6.1800e-003	6.1800e-003		6.1800e-003	6.1800e-003	0.0000	1.8198	1.8198	1.7300e-003	0.0000	1.8632
<b>Total</b>	<b>0.7505</b>	<b>0.0135</b>	<b>1.1114</b>	<b>6.0000e-005</b>		<b>6.2300e-003</b>	<b>6.2300e-003</b>		<b>6.2300e-003</b>	<b>6.2300e-003</b>	<b>0.0000</b>	<b>2.5689</b>	<b>2.5689</b>	<b>1.7400e-003</b>	<b>1.0000e-005</b>	<b>2.6167</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0655					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.0000e-005	6.5000e-004	2.8000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7490	0.7490	1.0000e-005	1.0000e-005	0.7535
Landscaping	0.0333	0.0128	1.1111	6.0000e-005		6.1800e-003	6.1800e-003		6.1800e-003	6.1800e-003	0.0000	1.8198	1.8198	1.7300e-003	0.0000	1.8632
<b>Total</b>	<b>0.7505</b>	<b>0.0135</b>	<b>1.1114</b>	<b>6.0000e-005</b>		<b>6.2300e-003</b>	<b>6.2300e-003</b>		<b>6.2300e-003</b>	<b>6.2300e-003</b>	<b>0.0000</b>	<b>2.5689</b>	<b>2.5689</b>	<b>1.7400e-003</b>	<b>1.0000e-005</b>	<b>2.6167</b>

**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

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.9545	0.2552	6.1000e-003	19.1515
Unmitigated	13.1855	0.3189	7.6200e-003	23.4298

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.7731 / 6.1613	13.1855	0.3189	7.6200e-003	23.4298
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>13.1855</b>	<b>0.3189</b>	<b>7.6200e-003</b>	<b>23.4298</b>



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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.81848 / 5.78547	10.9545	0.2552	6.1000e-003	19.1515
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>10.9545</b>	<b>0.2552</b>	<b>6.1000e-003</b>	<b>19.1515</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.0064	0.8278	0.0000	34.7002
Unmitigated	14.0064	0.8278	0.0000	34.7002

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**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69	14.0064	0.8278	0.0000	34.7002
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>14.0064</b>	<b>0.8278</b>	<b>0.0000</b>	<b>34.7002</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69	14.0064	0.8278	0.0000	34.7002
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>14.0064</b>	<b>0.8278</b>	<b>0.0000</b>	<b>34.7002</b>

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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# Attachment C

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Utility 2030 Energy Factor Calculation

**PG&E Utility Energy Efficiency Factor Post 2020, Pre-2030**

	2009	2030
<b>Percent procurement</b>	14.1	60
<b>CO2 (lbs/MWh)</b>	641.35	298.65
<b>CH4 (lbs/MWh)</b>	0.029	0.014
<b>N2O (lbs/MWh)</b>	0.006	0.003

Source: California Public Utilities Commission (CPUC). 2011. Renewables Portfolio Standard Quarterly Report. 1st Quarter 2011. Available at:  
<http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=5858>

# Attachment D

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Nitrous Oxide (N<sub>2</sub>O) Mobile Source Emissions Calculation

## N2O Operational GHG Emission Mobile Calculations

Project Code & Title: 18-06879 Crclpt, 1095 Rllns Rd Tech Stds

Vehicle Population Breakdown*	
658683	Gasoline vehicles
18378	Diesel vehicles
97.3%	Gasoline vehicle %
2.7%	Diesel vehicle %

VMT per Vehicle Type	
690,152	Project VMT (CalEEMod output)
671419	Gasoline vehicle VMT
18733	Diesel vehicle VMT

Gasoline Vehicles	
97.3%	Gasoline vehicle %
0.315	Tons per year mobile NOX emissions (annual output in CalEEMod)
0.31	Gasoline vehicle tons per year NOX emissions
4.16%	Percentage to convert NOX emissions to N2O **
0.0127	Tons per year N2O emissions for gasoline vehicles
0.0116	Metric tons per year N2O emissions for gasoline vehicles

Diesel Vehicles	
0.3316	grams N2O per gallon of fuel for diesel vehicles**
26.46	Diesel average miles per gallon*
0.01253	grams per mile N2O for diesel vehicles
234.7	grams per year N2O for diesel vehicles
0.0002347	Metric tons per year N2O emissions for diesel vehicles

CO2E Emissions from N2O	
0.0118	Metric tons per year from gasoline + diesel vehicles
298	GWP of N2O***
<b>3.5</b>	<b>CO2E emissions per year from N2O emissions from gasoline + diesel vehicles</b>

Sources
<p><b>*Vehicle population source:</b>                      EMFAC2014 (v1.0.7) Emissions Inventory                      Region Type: County                      Region: San Mateo                      Calendar Year: 2030                      Season: Annual                      Vehicle Classification: EMFAC2011 Categories</p> <p><b>**Methodology source:</b>                      EMFAC2011 Frequently Asked Questions  <a href="https://www.arb.ca.gov/msei/emfac2011-faq.htm">https://www.arb.ca.gov/msei/emfac2011-faq.htm</a></p> <p><b>***GWP source:</b>                      Intergovernmental Panel on Climate Change (IPCC). 2007.                      AR4 Climate Change 2007: The Physical Science Basis.                      Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change.</p>

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