# AIR QUALITY and GHG IMPACT ANALYSES LOS ALAMITOS BLVD MEDIAN PROJECT LOS ALAMITOS, CALIFORNIA

Prepared by:

Giroux & Associates 1800 E Garry St., #205 Santa Ana, CA 92705

Prepared for:

Keeton Kreitzer Consulting Attn: Keeton Kreitzer P. O. Box 3905 Tustin, CA 92781

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# INTRODUCTION

The proposed project will include the construction of medians along four segments of Los Alamitos Boulevard. These segments are described below.

### Katella Avenue to Florista

The construction of a raised median island is proposed in this segment where striping currently exists. This median will include landscaping, irrigation and the installation of street lighting as well as necessary infrastructure. Vehicular movement between Katella Avenue and Florista will be limited to right-turn in and right-turn out from the driveways of businesses located adjacent to this area with increased U-turns from vehicles traveling north.

### Florista to Catalina

The project includes the construction of raised median islands where striping currently exists. This area will include landscaping, irrigation and the installation of street lighting, including necessary infrastructure. Similar to the Katella Avenue to Florista segment of Los Alamitos Boulevard, vehicular movements along this roadway segment will be limited to right-turn in and right-turn out from driveways of businesses located adjacent to this segment with increased U-turns from vehicles traveling south.

### Catalina to Sausalito

The City is proposing to construct raised median islands where striping currently exists from Catalina to Sausalito. The median will include landscaping, irrigation and the installation of street lighting, including necessary infrastructure. This area will also include a new offset pedestrian crosswalk. Vehicular movement will be limited to right-turn in and right-turn out at driveways of businesses located adjacent to this segment of Los Alamitos Boulevard, with increased U-turns from vehicles traveling south and north.

### Sausalito to Cerritos

Sausalito to Cerritos Avenue is the most northerly segment of Los Alamitos Boulevard included in the proposed project. A raised median island will be constructed in this segment where striping currently exists. Landscaping, irrigation and street lighting as well as necessary infrastructure are proposed in the median. Vehicular movement will be limited to right turn-in and right-turn out at driveways of businesses located adjacent to this roadway with increased U-turns from vehicles traveling south and north.

# **METEOROLOGY / CLIMATE**

The climate of Los Alamitos, technically called a Mediterranean-type climate, is characterized by warm summers, mild winters, infrequent rainfall, moderate afternoon breezes, and generally fair weather. Temperatures near the project area average a very comfortable 63°F year-round. Summer afternoons are typically in the middle 80s and winter mornings drop to the low- to mid-40s. About 45 summer days reach 90 degrees F, and five days per year may drop to 32 degrees, but significant extremes of temperature are rare in the project area. Rainfall in the Los Angeles Basin varies considerably in both time and space. Rainfall amounts vary from an average of 10 to 18 inches as a function of local exposure and topography. Los Alamitos averages 14.6 inches of rain during a normal year. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April with summers often completely dry. Light rain (0.1" in 24 hours) falls on 20 days during a normal year with 10 days in the moderate (0.5" in 24 hours category).

Winds blow primarily from southwest to northeast by day and from northeast to the southwest at night in response to the regional pattern of onshore flow by day and offshore flow at night. Average wind speeds are 5 mph average in the Los Alamitos area, reaching 6-8 mph in the afternoon but dropping to near calm conditions (1-3 mph) at night.

The net effect of local airflow in terms of air pollution is that daytime ventilation is good and any locally generated air pollutants will be rapidly dispersed by the strong daytime turbulence. At night, however, pooling of cool air in low elevations combined with light winds does allow for air stagnation in protected areas, especially near area freeways with elevated pollution levels. Because such effects are highly localized, however, the project area is sufficiently far from any major roadways such that it will be little affected by such air stagnation effects.

In addition to winds that control the rate and direction of pollution dispersal, Southern California is notorious for strong temperature inversions that limit the vertical depth through which pollution can be mixed. In summer, coastal areas are characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high-pressure cell over the ocean to the west. This marine/subsidence inversion allows for good local mixing, but acts like a giant lid over the basin. Air starting onshore at the beach is relatively clean, but becomes progressively more polluted as sources continue to add pollution from below without any dilution from above. Air arriving at Los Alamitos during warm season marine flow conditions has undergone limited photochemical reactions, but not to its fullest extent possible. Summer smog levels in Los Alamitos are much lower than in inland valleys of the basin such as the San Gabriel or the Pomona-Walnut Valleys. Summer air quality is only moderately degraded compared to the severe degradation found farther inland within the air basin.

A second inversion type forms on clear, winter nights when cold air off the mountains sinks to the surface while the air aloft remains warm. This process forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as automobile exhaust near their source. During the long nocturnal drainage flow from land to sea, the exhaust pollutants continually accumulate within the shallow, cool layer of air near the ground. The project area thus may experience elevated levels of carbon monoxide and nitrogen oxides because of this

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winter inversion condition. With ongoing vehicular improvements, clean air standards are generally not exceeded during nocturnal stagnation periods as they were 10-20 years ago.

Both types of inversions occur throughout the year to some extent, but the marine inversions are very dominant during the day in summer, and radiation inversions are much stronger on winter nights when nights are long and air is cool. The governing role of these inversions in atmospheric dispersion leads to a substantially different air quality environment in summer near the project area than in winter.

# AIR QUALITY SETTING

# AMBIENT AIR QUALITY STANDARDS (AAQS)

In order to gauge the significance of the air quality impacts of the proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended several times in air quality problem areas like Southern California. In 2003, the Environmental Protection Agency (EPA) adopted a rule, which extended and established a new attainment deadline for ozone for the year 2021. Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 1. Sources and health effects of various pollutants are shown in Table 2.

The Federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). New national AAQS were adopted in 1997 for these pollutants.

Planning and enforcement of the federal standards for PM-2.5 and for ozone (8-hour) were challenged by trucking and manufacturing organizations. In a unanimous decision, the U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court also ruled that health-based standards did not require preparation of a cost-benefit analysis. The Court did find, however, that there was some inconsistency between existing and "new" standards in their required attainment schedules. Such attainment-planning schedule inconsistencies centered mainly on the 8-hour ozone standard. EPA subsequently agreed to downgrade the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard.

Table 1

		Ambient A	Air Qualit	y Standard	ds		
Dellutent	Averaging	California St	tandards 1	Nat	ional Standards	2	
Pollutant	Time	Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary 3,6	Method <sup>7</sup>	
0 (0 )8	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet	_	Same as	Ultraviolet	
Ozone (O <sub>3</sub> ) <sup>8</sup>	8 Hour	0.070 ppm (137 µg/m³)	Photometry	0.070 ppm (137 µg/m³)	Primary Standard	Photometry	
Respirable	24 Hour	50 μg/m <sup>3</sup>	Gravimetric or	150 µg/m³	Same as	Inertial Separation	
Particulate Matter (PM10) <sup>9</sup>	Annual Arithmetic Mean	20 μg/m³	Beta Attenuation	_	Primary Standard	and Gravimetric Analysis	
Fine Particulate	24 Hour	_	ı	35 μg/m³	Same as Primary Standard	Inertial Separation	
Matter (PM2.5) <sup>9</sup>	Annual Arithmetic Mean	12 μg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 μg/m³	and Gravimetric Analysis	
Carbon	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	New Discounting	35 ppm (40 mg/m <sup>3</sup> )	_	Non Diamonius	
Monoxide	8 Hour	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m³)	_	Non-Dispersive Infrared Photometr (NDIR)	
(CO)	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)	(NOIN)	_	_	(NEW)	
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase	100 ppb (188 µg/m³)	_	Gas Phase	
(NO <sub>2</sub> ) <sup>10</sup>	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	Chemiluminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	Chemiluminescence	
	1 Hour	0.25 ppm (655 µg/m³)		75 ppb (196 μg/m³)	_		
Sulfur Dioxide	3 Hour	_	Ultraviolet	_	0.5 ppm (1300 μg/m³)	Ultraviolet Flourescence; Spectrophotometry	
(SO <sub>2</sub> ) <sup>11</sup>	24 Hour	0.04 ppm (105 µg/m³)	Fluorescence	0.14 ppm (for certain areas) <sup>10</sup>	_	(Pararosaniline Method)	
	Annual Arithmetic Mean	_		0.030 ppm (for certain areas) <sup>10</sup>	_		
	30 Day Average	1.5 μg/m³		_	_		
Lead <sup>12,13</sup>	Calendar Quarter	_	Atomic Absorption	1.5 µg/m³ (for certain areas) <sup>12</sup>	Same as	High Volume Sampler and Atomic Absorption	
	Rolling 3-Month Average	_		0.15 μg/m <sup>3</sup>	Primary Standard		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No			
Sulfates	24 Hour	25 μg/m³	Ion Chromatography	, National			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Ultraviolet Fluorescence	Standards			
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 μg/m³)	Gas Chromatography				
See footnotes of	on next page						

For more information please call ARB-PIO at (916) 322-2990

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# Table 1 (continued)

- California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and
  particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be
  equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the
  California Code of Regulations.
- 2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- 3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
- On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM10 standards (primary and secondary) of 150 μg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11. On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
  - Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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Table 2 Health Effects of Major Criteria Pollutants

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul> <li>Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust.</li> <li>Natural events, such as decomposition of organic matter.</li> </ul>	<ul> <li>Reduced tolerance for exercise.</li> <li>Impairment of mental function.</li> <li>Impairment of fetal development.</li> <li>Death at high levels of exposure.</li> <li>Aggravation of some heart diseases (angina).</li> </ul>
Nitrogen Dioxide (NO <sub>2</sub> )	<ul> <li>Motor vehicle exhaust.</li> <li>High temperature stationary combustion.</li> <li>Atmospheric reactions.</li> </ul>	<ul> <li>Aggravation of respiratory illness.</li> <li>Reduced visibility.</li> <li>Reduced plant growth.</li> <li>Formation of acid rain.</li> </ul>
Ozone (O <sub>3</sub> )	Atmospheric reaction of organic gases with nitrogen oxides in sunlight.	<ul> <li>Aggravation of respiratory and cardiovascular diseases.</li> <li>Irritation of eyes.</li> <li>Impairment of cardiopulmonary function.</li> <li>Plant leaf injury.</li> </ul>
Lead (Pb)	Contaminated soil.	<ul> <li>Impairment of blood function and nerve construction.</li> <li>Behavioral and hearing problems in children.</li> </ul>
Fine Particulate Matter (PM-10)	<ul> <li>Stationary combustion of solid fuels.</li> <li>Construction activities.</li> <li>Industrial processes.</li> <li>Atmospheric chemical reactions.</li> </ul>	<ul> <li>Reduced lung function.</li> <li>Aggravation of the effects of gaseous pollutants.</li> <li>Aggravation of respiratory and cardio respiratory diseases.</li> <li>Increased cough and chest discomfort.</li> <li>Soiling.</li> <li>Reduced visibility.</li> </ul>
Fine Particulate Matter (PM-2.5)	<ul> <li>Fuel combustion in motor vehicles, equipment, and industrial sources.</li> <li>Residential and agricultural burning.</li> <li>Industrial processes.</li> <li>Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.</li> </ul>	<ul> <li>Increases respiratory disease.</li> <li>Lung damage.</li> <li>Cancer and premature death.</li> <li>Reduces visibility and results in surface soiling.</li> </ul>
Sulfur Dioxide (SO <sub>2</sub> )	<ul> <li>Combustion of sulfur-containing fossil fuels.</li> <li>Smelting of sulfur-bearing metal ores.</li> <li>Industrial processes.</li> </ul>	<ul> <li>Aggravation of respiratory diseases (asthma, emphysema).</li> <li>Reduced lung function.</li> <li>Irritation of eyes.</li> <li>Reduced visibility.</li> <li>Plant injury.</li> <li>Deterioration of metals, textiles, leather, finishes, coatings, etc.</li> </ul>

Source: California Air Resources Board, 2002.

Evaluation of the most current data on the health effects of inhalation of fine particulate matter prompted the California Air Resources Board (ARB) to recommend adoption of the statewide PM-2.5 standard that is more stringent than the federal standard. This standard was adopted in 2002. The State PM-2.5 standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard, but only requires continued progress towards attainment.

Similarly, the ARB extensively evaluated health effects of ozone exposure. A new state standard for an 8-hour ozone exposure was adopted in 2005, which aligned with the exposure period for the federal 8-hour standard. The California 8-hour ozone standard of 0.07 ppm is more stringent than the federal 8-hour standard of 0.075 ppm. The state standard, however, does not have a specific attainment deadline. California air quality jurisdictions are required to make steady progress towards attaining state standards, but there are no hard deadlines or any consequences of non-attainment. During the same re-evaluation process, the ARB adopted an annual state standard for nitrogen dioxide (NO<sub>2</sub>) that is more stringent than the corresponding federal standard, and strengthened the state one-hour NO<sub>2</sub> standard.

As part of EPA's 2002 consent decree on clean air standards, a further review of airborne particulate matter (PM) and human health was initiated. A substantial modification of federal clean air standards for PM was promulgated in 2006. Standards for PM-2.5 were strengthened, a new class of PM in the 2.5 to 10 micron size was created, some PM-10 standards were revoked, and a distinction between rural and urban air quality was adopted. In December, 2012, the federal annual standard for PM-2.5 was reduced from 15  $\mu$ g/m³ to 12  $\mu$ g/m³ which matches the California AAQS. The severity of the basin's non-attainment status for PM-2.5 may be increased by this action and thus require accelerated planning for future PM-2.5 attainment.

In response to continuing evidence that ozone exposure at levels just meeting federal clean air standards is demonstrably unhealthful, EPA had proposed a further strengthening of the 8-hour standard. A new 8-hour ozone standard was adopted in 2015 after extensive analysis and public input. The adopted national 8-hour ozone standard is 0.07 ppm which matches the current California standard. It will require three years of ambient data collection, then 2 years of non-attainment findings and planning protocol adoption, then several years of plan development and approval. Final air quality plans for the new standard are likely to be adopted around 2022. Ultimate attainment of the new standard in ozone problem areas such as Southern California might be after 2030.

In 2010 a new federal one-hour primary standard for nitrogen dioxide (NO<sub>2</sub>) was adopted. This standard is more stringent than the existing state standard. Based upon air quality monitoring data in the South Coast Air Basin, the California Air Resources Board has requested the EPA to designate the basin as being in attainment for this standard. The federal standard for sulfur dioxide (SO<sub>2</sub>) was also recently revised. However, with minimal combustion of coal and mandatory use of low sulfur fuels in California, SO<sub>2</sub> is typically not a problem pollutant.

# **BASELINE AIR QUALITY**

Existing and probable future levels of air quality around the project area can best be best inferred from ambient air quality measurements conducted by the SCAQMD at the Anaheim monitoring station. This station measures both regional pollution levels such as smog, as well as primary vehicular pollution levels near busy roadways such as carbon monoxide and nitrogen oxides. Pollutants such as particulates (PM-10 and PM-2.5) are also monitored at Anaheim. Because of proximity to the ocean with clean on-shore flow, Los Alamitos air quality may be slightly better than Anaheim. Given the small number of violations of clean air standards at Anaheim, the number at Los Alamitos is close to zero. Table 3 is a 6-year summary of monitoring data for the major air pollutants compiled from this air monitoring station. From this data the following conclusions regarding air quality trends can be drawn:

- a. Photochemical smog (ozone) levels occasionally exceed standards. All state and federal ozone standards have been exceeded 1 percent or less of all days in the past six years. Measurements from more recent years demonstrate progressively improved ozone levels in the area except perhaps for some temporary "backsliding" in 2014. While ozone levels are still occasionally elevated, they are much lower than 10 to 20 years ago.
- b. Respirable dust (PM-10) levels occasionally exceed the state standard on approximately two percent of measured days. The less stringent federal PM-10 standard has not been exceeded in the last six years.
- c. The federal fine particulate (PM-2.5) standard of 35  $\mu$ g/m<sup>3</sup> has been exceeded on less than one percent of measurement days in the last six years.
- d. More localized pollutants such as carbon monoxide, nitrogen oxides, etc. are very low near the project site. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NOx or CO without any threat of violating applicable AAQS. Data from a recent "near roadway" monitoring study directly along the I-5 shoulder (<50 feet) in Anaheim showed noticeably elevated levels of NOx and CO, but even at this close distance federal clean air standards were not exceeded.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

Table 3
Air Quality Monitoring Summary (2009-2014)
(Number of Days Standards Were Exceeded, and
Maximum Levels During Such Violations)
(Entries shown as ratios = samples exceeding standard/samples taken)

Pollutant/Standard	2009	2010	2011	2012	2013	2014
Ozone						
1-Hour > 0.09 ppm (S)	0	1	0	0	0	2
8-Hour > 0.07 ppm (S)	2	1	1	0	0	6
8- Hour > 0.075 ppm (F)	1	1	0	0	0	4
Max. 1-Hour Conc. (ppm)	0.093	0.104	0.088	0.079	0.084	0.111
Max. 8-Hour Conc. (ppm)	0.077	0.088	0.072	0.067	0.070	0.081
Carbon Monoxide						
8- Hour > 9. ppm (S,F)	0	0	0	0	0	0
Max 8-hour Conc. (ppm)	2.7	2.0	2.1	2.3	2.6	2.1
Nitrogen Dioxide						
1-Hour > 0.18 ppm (S)	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.068	0.073	0.074	0.067	0.082	0.076
Inhalable Particulates (PM-10)						
24-hour > 50 $\mu$ g/m <sup>3</sup> (S)	1/56	0/57	2/57	0/61	1/59	2/61
24-hour > 150 $\mu$ g/m <sup>3</sup> (F)	0/56	0/57	0/57	0/61	0/59	0/61
Max. 24-Hr. Conc. (μg/m <sup>3</sup> )	62.	43.	53.	48.	77.	85.
Fine Particulates (PM-2.5)						
24-Hour > 35 $\mu$ g/m <sup>3</sup> (F)	4/334	0/331	2/352	4/347	1/331	6/334
Max. 24-Hr. Conc. (μg/m <sup>3</sup> )	64.5	31.7	39.2	50.1	37.8	56.2

Source: South Coast AQMD Air Monitoring Station Data Summary, Anaheim Station (3176)

# AIR QUALITY PLANNING

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NOx) and for carbon monoxide (CO) and for particulate matter are shown in Table 4. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air "blueprint" in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. The attainment date was anticipated to "slip" from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 requires control technologies that do not exist yet, the SCAQMD requested a voluntary "bump-up" from a "severe non-attainment" area to an "extreme non-attainment" designation for ozone. The extreme designation will allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on "black-box" measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from "severe-17" to "extreme." This reclassification sets a later attainment deadline (2024), but also requires the air basin to adopt even more stringent emissions controls.

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Table 4
South Coast Air Basin Emissions Forecasts (Emissions in tons/day)

Pollutant	2012 <sup>a</sup>	2015 <sup>b</sup>	2020 <sup>b</sup>	2025 <sup>b</sup>	2030
NOx	512	451	357	289	266
VOC	466	429	400	393	393
PM-10	154	155	161	165	170
PM-2.5	68	67	67	68	170

<sup>&</sup>lt;sup>a</sup>2012 Base Year.

Source: California Air Resources Board, 2013 Almanac of CEPAM

In other air quality attainment plan reviews, EPA has disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA has stated that the current attainment plan relies on PM-2.5 control regulations that have not yet been approved or implemented. It is expected that a number of rules that are pending approval will remove the identified deficiencies. If these issues are not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the ARB submittal to EPA as part of the California State Implementation Plan (SIP) is expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the 2012 AQMP contains a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP is believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP must therefore be adopted in 2016. Planning for the 2016 AQMP is currently on-going. The current attainment deadlines for all federal non-attainment pollutants are now as follows:

<sup>&</sup>lt;sup>b</sup>With current emissions reduction programs and adopted growth forecasts.

8-hour ozone (70 ppb) 2037 Annual PM-2.5 (12 μg/m³) 2025

8-hour ozone (80 ppb) 2024 (old standard)

8-hour ozone (75 ppb) 2032 (current standard)

1-hour ozone (120 ppb) 2032 (rescinded standard)

24-hour PM-2.5 (35 μg/m<sup>3</sup>) 2019

The key challenge is that NOx emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional NOx control measures are adopted and implemented, attainment goals may not be met.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing roadway improvement projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

# AIR QUALITY IMPACT

### STANDARDS OF SIGNIFICANCE

Air quality impacts are considered "significant" if they cause clean air standards to be violated where they are currently met, or if they "substantially" contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following five tests of air quality impact significance. A project would have a potentially significant impact if it:

- a. Conflicts with or obstructs implementation of the applicable air quality plan.
- b. Violates any air quality standard or contributes substantially to an existing or projected air quality violation.
- c. Results in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- d. Exposes sensitive receptors to substantial pollutant concentrations.
- e. Creates objectionable odors affecting a substantial number of people.

# **Primary Pollutants**

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

# **Secondary Pollutants**

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based

upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

Table 5
Daily Emissions Thresholds

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
СО	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

# **Additional Indicators**

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

The SCAQMD CEQA Handbook also identifies various secondary significance criteria related to toxic, hazardous or odorous air contaminants. Except for the small diameter particulate matter ("PM-2.5") fraction of diesel exhaust generated by heavy construction equipment, there are no secondary impact indicators associated with residential project construction and any subsequent changes in traffic patterns.

For diesel particulate matter (DPM) exhaust emissions, adopted policies require the gradual conversion of delivery fleets to diesel alternatives, or the use of cleaner diesel engines whose emissions are demonstrated to be as low as those from alternative fuels. Similarly, off-road equipment used in construction activities is also becoming progressively cleaner every year. If phased project development occurs in the more distant future, DPM emissions from project construction equipment will be correspondingly less. Because health risks from toxic air contaminants (TAC's) are cumulative over an assumed 70-year lifespan, measurable off-site public health risk from diesel TAC exposure would occur for only a brief portion of a project lifetime, and only in dilute quantity.

# SENSITIVE RECEPTORS

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive population groups include young children, the elderly and the acutely and chronically ill (especially those with cardio-respiratory disease).

Residential areas are considered to be sensitive to air pollution exposure because they may be occupied for extended periods, and residents may be outdoors when exposure is highest. Schools are similarly considered to be sensitive receptors. The proposed project site is surrounded by commercial uses and there are no adjacent sensitive receptors except possibly for a "Best Western" motel. Many traffic related emissions impacts are cumulative over time while motel guests occupancy is transitory. Cars have become progressively cleaner such that long term air pollution measurements at 50 feet from I-5 in Anaheim carrying well over 200,000 vehicles per day found no violations of clean air standards. Any micro-scale air pollution levels adjacent to Los Alamitos Blvd would similarly meet clean air standards with a large margin of safety.

# **CONSTRUCTION ACTIVITY IMPACTS**

CalEEMod was developed by the SCAQMD to provide a computer model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

Although exhaust emissions will result from on and off-site construction equipment, the exact types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with certainty. Estimated construction emissions were modeled using CalEEMod2016.3.1 to identify maximum daily emissions for each pollutant during project construction using an equipment fleet typical for project activities.

The proposed project entails construction of roadway median improvements for a 2,800 foot roadway segment. Project construction is expected to require 4 months. The following construction fleet and schedule was modeled in CalEEMod as shown in Table 6.

Table 6

**Construction Activity Equipment Fleet** 

Phase Name and Duration	Equipment
Domalitian and Dran Existing Dandyyay	1 Concrete Saw
Demolition and Prep Existing Roadway (1 month)	1 Air Compressor for Jackhammer
(1 month)	2 Loader/Backhoes
	2 Mixers
Madian Construction (2 months)	2 Pumps
Median Construction (3 months)	1 Roller
	4 Concrete Trucks/Day

Utilizing this indicated equipment fleet and durations shown in Table 6 the following worst case daily construction emissions are calculated by CalEEMod and are listed in Table 7.

Table 7
Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

<b>Maximal Construction Emissions</b>	ROG	NOx	CO	$SO_2$	PM-10	PM-2.5
Year 2017	1.5	11.6	10.3	0.0	1.0	0.9
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated be substantially below SCAQMD CEQA thresholds without the need for added mitigation.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

### LOCALIZED SIGNIFICANCE THRESHOLDS

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200 and 500 meter source-receptor distances. For this project the adjacent residential uses along the side streets accessing Los Alamitos Blvd are the considered the closest sensitive receptors such that the most conservative 25 meter distance was modeled. LST pollutant screening level concentration data is also dependent on site size. For this project data for the most conservative 1 acre site was used.

The following thresholds and emissions in Table 8 are therefore determined (pounds per day):

Table 8
LST and Project Emissions (pounds/day)

LST 1.0 acres/25 meters Central Orange County	СО	NOx	PM-10	PM-2.5
Allowable On-Site Emissions	485	81	4	3
<b>Modeled On-Site Emissions</b>	9	11	1	1

CalEEMod Output in Appendix

LSTs were compared to the maximum daily construction activities. As seen above, emissions will meet the LST for construction thresholds. LST impacts are less-than-significant.

# **OPERATIONAL IMPACTS**

No substantial changes in traffic patterns would result from project implementation. Minimal changes in roadway utilization would result from enhanced aesthetics and small safety benefits. Operational air quality impacts would not be considered "substantial" in a CEQA sense.

# CONSTRUCTION EMISSIONS MINIMIZATION

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. Recommended measures include:

# **Fugitive Dust Control**

- Apply soil stabilizers or moisten inactive areas.
- Address previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control options include:

### **Exhaust Emissions Control**

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

# **GREENHOUSE GAS EMISSIONS**

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been

developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

# THRESHOLDS OF SIGNIFICANCE

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO<sub>2</sub> equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO<sub>2</sub>e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

# PROJECT RELATED GHG EMISSIONS GENERATION

# **Construction Activity GHG Emissions**

The project is assumed to be built in less than one year. During project construction, the CalEEMod2013.2.2 computer model predicts that the construction activities will generate the annual CO<sub>2</sub>e emissions identified in Table 10.

Table 10 Construction Emissions (Metric Tons CO<sub>2</sub>e)

	CO <sub>2</sub> e
Year 2017	62.2
Amortized	2.1

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are less-than-significant. Hence, the project will not result in generation of a significant level of greenhouse gases.

Long-term changes in traffic patterns that would increase roadway travel distances will be minimal. A few turning restrictions may require travel to the closest u-turn opportunity as a trade-off to improved safety and enhanced aesthetics. Any change in exhaust related GHG emissions would be negligible.

# CONSISTENCY WITH GHG PLANS, PROGRAMS AND POLICIES

The City of Los Alamitos has not yet developed a Greenhouse Gas Reduction Plan. The County has not adopted regulations for the purpose of reducing GHGs applicable to this project. The applicable GHG planning document is AB-32. As discussed above, the project is not expected to result in a significant increase in GHG emissions. As a result, the project results in GHG emissions below the recommended SCAQMD 3,000 ton threshold. Therefore, the project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

# CALEEMOD2016.3.1 COMPUTER MODEL OUTPUT

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Los Alamitos Median Improvements - South Coast Air Basin, Annual

# Los Alamitos Median Improvements South Coast Air Basin, Annual

# 1.0 Project Characteristics

# 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.50	0.00	0

# 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2019
Utility Company	Southern California Ediso	on			
CO2 Intensity	702.44	CH4 Intensity	0.029	N2O Intensity (lb/MWhr)	0.006

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

Project Characteristics -

Land Use - 8 foot median for 2,800 ft

Construction Phase - 1 month demo, 3 months install median

Off-road Equipment - Median Construction: 2 mixers, 2 pumps, 1 roller

Off-road Equipment - Demo: 1 concrete saw, 2 loader/backhoes, 1 air compressor for jack hammer

Off-road Equipment - Paving: 2 mixers, 1 roller, 2 pumps

Trips and VMT - 4 vendor trips/day, 20 worker trips

Construction Off-road Equipment Mitigation -

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Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	PhaseEndDate	12/30/2016	1/27/2017
tblConstructionPhase	PhaseEndDate	12/30/2016	4/25/2017
tblConstructionPhase	PhaseStartDate	12/31/2016	2/1/2017
tblLandUse	LotAcreage	0.00	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		Demolition
tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00

# 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					ton	s/yr							МТ	√yr		
2017	0.0615	0.4607	0.4064	7.1000e- 004	9.5300e- 003	0.0311	0.0407	2.5500e- 003	0.0304	0.0330	0.0000	62.0450	62.0450	7.3500e- 003	0.0000	62.2289
Maximum	0.0615	0.4607	0.4064	7.1000e- 004	9.5300e- 003	0.0311	0.0407	2.5500e- 003	0.0304	0.0330	0.0000	62.0450	62.0450	7.3500e- 003	0.0000	62.2289

# **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					ton	s/yr							MT	-/yr		
2017	0.0615	0.2009	0.4064	7.1000e- 004	9.5300e- 003	0.0311	0.0407	2.5500e- 003	0.0304	0.0330	0.0000	62.0450	62.0450	7.3500e- 003	0.0000	62.2288
Maximum	0.0615	0.2009	0.4064	7.1000e- 004	9.5300e- 003	0.0311	0.0407	2.5500e- 003	0.0304	0.0330	0.0000	62.0450	62.0450	7.3500e- 003	0.0000	62.2288

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	56.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2017	3-31-2017	0.3999	0.2117
2	4-1-2017	6-30-2017	0.1176	0.0468
		Highest	0.3999	0.2117

# 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					ton	s/yr							MT	/yr		
Area	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	1.0000e- 005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005

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# 2.2 Overall Operational

# **Mitigated Operational**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Area	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste	,		y			0.0000	0.0000	<del></del> -     	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water	,		1 1 1			0.0000	0.0000	<del></del> -   	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	1.0000e- 005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# 3.0 Construction Detail

# **Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Paving	Paving	2/1/2017	4/25/2017	5	60	
2	Demolition	Demolition	1/1/2017	1/27/2017	5	20	

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

# OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
	Cement and Mortar Mixers	2	7.00	9	0.56
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
	Pumps	2	6.00	84	0.74
	Rollers	1	6.00	80	0.38
Demolition	Air Compressors	1	6.00	78	0.48
Paving	Pumps	2	7.00	84	0.74
Paving	Rollers	1	7.00	80	0.38
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

# **Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

# **3.1 Mitigation Measures Construction**

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Water Exposed Area

Clean Paved Roads

# 3.2 Paving - 2017

# **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					ton	s/yr							МТ	⁻/yr		
Off-Road	0.0422	0.3307	0.2673	4.5000e- 004		0.0227	0.0227		0.0223	0.0223	0.0000	38.1216	38.1216	4.7300e- 003	0.0000	38.2398
Paving	0.0000		       			0.0000	0.0000	       	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0422	0.3307	0.2673	4.5000e- 004		0.0227	0.0227		0.0223	0.0223	0.0000	38.1216	38.1216	4.7300e- 003	0.0000	38.2398

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# Los Alamitos Median Improvements - South Coast Air Basin, Annual

3.2 Paving - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/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	6.0000e- 004	0.0159	4.3200e- 003	3.0000e- 005	7.6000e- 004	1.4000e- 004	8.9000e- 004	2.2000e- 004	1.3000e- 004	3.5000e- 004	0.0000	2.9919	2.9919	2.3000e- 004	0.0000	2.9976
Worker	3.5800e- 003	3.0000e- 003	0.0320	7.0000e- 005	6.5800e- 003	6.0000e- 005	6.6400e- 003	1.7500e- 003	5.0000e- 005	1.8000e- 003	0.0000	6.5031	6.5031	2.5000e- 004	0.0000	6.5093
Total	4.1800e- 003	0.0189	0.0363	1.0000e- 004	7.3400e- 003	2.0000e- 004	7.5300e- 003	1.9700e- 003	1.8000e- 004	2.1500e- 003	0.0000	9.4951	9.4951	4.8000e- 004	0.0000	9.5069

# **Mitigated Construction On-Site**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr				MT	/yr					
Off-Road	0.0422	0.0927	0.2673	4.5000e- 004		0.0227	0.0227		0.0223	0.0223	0.0000	38.1215	38.1215	4.7300e- 003	0.0000	38.2398
Paving	0.0000	   		i		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0422	0.0927	0.2673	4.5000e- 004		0.0227	0.0227		0.0223	0.0223	0.0000	38.1215	38.1215	4.7300e- 003	0.0000	38.2398

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3.2 Paving - 2017

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/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	6.0000e- 004	0.0159	4.3200e- 003	3.0000e- 005	7.6000e- 004	1.4000e- 004	8.9000e- 004	2.2000e- 004	1.3000e- 004	3.5000e- 004	0.0000	2.9919	2.9919	2.3000e- 004	0.0000	2.9976
Worker	3.5800e- 003	3.0000e- 003	0.0320	7.0000e- 005	6.5800e- 003	6.0000e- 005	6.6400e- 003	1.7500e- 003	5.0000e- 005	1.8000e- 003	0.0000	6.5031	6.5031	2.5000e- 004	0.0000	6.5093
Total	4.1800e- 003	0.0189	0.0363	1.0000e- 004	7.3400e- 003	2.0000e- 004	7.5300e- 003	1.9700e- 003	1.8000e- 004	2.1500e- 003	0.0000	9.4951	9.4951	4.8000e- 004	0.0000	9.5069

# 3.3 **Demolition - 2017**

**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					ton				MT	/yr						
Off-Road	0.0139	0.1101	0.0921	1.4000e- 004		8.2300e- 003	8.2300e- 003		7.9600e- 003	7.9600e- 003	0.0000	12.2607	12.2607	2.0700e- 003	0.0000	12.3124
Total	0.0139	0.1101	0.0921	1.4000e- 004		8.2300e- 003	8.2300e- 003		7.9600e- 003	7.9600e- 003	0.0000	12.2607	12.2607	2.0700e- 003	0.0000	12.3124

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# Los Alamitos Median Improvements - South Coast Air Basin, Annual

3.3 Demolition - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/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
I Worker	1.1900e- 003	1.0000e- 003	0.0107	2.0000e- 005	2.1900e- 003	2.0000e- 005	2.2100e- 003	5.8000e- 004	2.0000e- 005	6.0000e- 004	0.0000	2.1677	2.1677	8.0000e- 005	0.0000	2.1698
Total	1.1900e- 003	1.0000e- 003	0.0107	2.0000e- 005	2.1900e- 003	2.0000e- 005	2.2100e- 003	5.8000e- 004	2.0000e- 005	6.0000e- 004	0.0000	2.1677	2.1677	8.0000e- 005	0.0000	2.1698

# **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					ton			МТ	-/yr							
Off-Road	0.0139	0.0883	0.0921	1.4000e- 004		8.2300e- 003	8.2300e- 003		7.9600e- 003	7.9600e- 003	0.0000	12.2607	12.2607	2.0700e- 003	0.0000	12.3124
Total	0.0139	0.0883	0.0921	1.4000e- 004		8.2300e- 003	8.2300e- 003		7.9600e- 003	7.9600e- 003	0.0000	12.2607	12.2607	2.0700e- 003	0.0000	12.3124

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# Los Alamitos Median Improvements - South Coast Air Basin, Annual

3.3 Demolition - 2017

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton				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	1.1900e- 003	1.0000e- 003	0.0107	2.0000e- 005	2.1900e- 003	2.0000e- 005	2.2100e- 003	5.8000e- 004	2.0000e- 005	6.0000e- 004	0.0000	2.1677	2.1677	8.0000e- 005	0.0000	2.1698
Total	1.1900e- 003	1.0000e- 003	0.0107	2.0000e- 005	2.1900e- 003	2.0000e- 005	2.2100e- 003	5.8000e- 004	2.0000e- 005	6.0000e- 004	0.0000	2.1677	2.1677	8.0000e- 005	0.0000	2.1698

# 4.0 Operational Detail - Mobile

# 4.1 Mitigation Measures Mobile

# Los Alamitos Median Improvements - South Coast Air Basin, Annual

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

# **4.2 Trip Summary Information**

	Avei	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

# **4.3 Trip Type Information**

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

# 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	МН
User Defined Industrial	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989

# 5.0 Energy Detail

Historical Energy Use: N

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## Los Alamitos Median Improvements - South Coast Air Basin, Annual

## **5.1 Mitigation Measures Energy**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/уг		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
LIGOLITOILY						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

# 5.2 Energy by Land Use - NaturalGas

#### **Unmitigated**

	NaturalGa s 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					ton	s/yr							MT	/yr		
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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## Los Alamitos Median Improvements - South Coast Air Basin, Annual

# **5.2 Energy by Land Use - NaturalGas Mitigated**

	NaturalGa s 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					ton	s/yr							MT	/yr		
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

# 5.3 Energy by Land Use - Electricity <u>Unmitigated</u>

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		MT	/yr	
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

## Los Alamitos Median Improvements - South Coast Air Basin, Annual

# 5.3 Energy by Land Use - Electricity <u>Mitigated</u>

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		MT	/yr	
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

## 6.0 Area Detail

## **6.1 Mitigation Measures Area**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Mitigated	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005
Unmitigated	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005

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## Los Alamitos Median Improvements - South Coast Air Basin, Annual

# 6.2 Area by SubCategory Unmitigated

	ROG	NOx	СО	SO2	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					ton	s/yr							MT	7/yr		
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005
Total	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005

## **Mitigated**

	ROG	NOx	СО	SO2	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					ton	s/yr							MT	/yr		
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000		1 1			0.0000	0.0000	1 1 1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000	1 1 1 1	0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005
Total	0.0000	0.0000	1.0000e- 005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e- 005	2.0000e- 005	0.0000	0.0000	3.0000e- 005

## 7.0 Water Detail

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## Los Alamitos Median Improvements - South Coast Air Basin, Annual

## 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category		МТ	√yr	
Imagatou	0.0000	0.0000	0.0000	0.0000
Jgatou	0.0000	0.0000	0.0000	0.0000

# 7.2 Water by Land Use <u>Unmitigated</u>

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		МТ	-/yr	
User Defined Industrial	0/0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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## Los Alamitos Median Improvements - South Coast Air Basin, Annual

# 7.2 Water by Land Use

## **Mitigated**

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		МТ	-/yr	
User Defined Industrial	0/0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

#### 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

## Category/Year

	Total CO2	CH4	N2O	CO2e
		МТ	√yr	
ga.ea	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

## Los Alamitos Median Improvements - South Coast Air Basin, Annual

8.2 Waste by Land Use <u>Unmitigated</u>

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		МТ	-/yr	
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

## **Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		МТ	-/yr	
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

# 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Equipmont Typo	rambor	1 loar of Bay	Bayer I dai	1101001 01101	2000 1 00101	1 401 1 1 1 1

## Los Alamitos Median Improvements - South Coast Air Basin, Annual

# 10.0 Stationary Equipment

## **Fire Pumps and Emergency Generators**

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

#### **Boilers**

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

## **User Defined Equipment**

Equipment Type	Number

## 11.0 Vegetation

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Los Alamitos Median Improvements - South Coast Air Basin, Summer

# Los Alamitos Median Improvements South Coast Air Basin, Summer

## 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.50	0.00	0

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2019
Utility Company	Southern California E	dison			
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

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

Project Characteristics -

Land Use - 8 foot median for 2,800 ft

Construction Phase - 1 month demo, 3 months install median

Off-road Equipment - Median Construction: 2 mixers, 2 pumps, 1 roller

Off-road Equipment - Demo: 1 concrete saw, 2 loader/backhoes, 1 air compressor for jack hammer

Off-road Equipment - Paving: 2 mixers, 1 roller, 2 pumps

Trips and VMT - 4 vendor trips/day, 20 worker trips

Construction Off-road Equipment Mitigation -

Los Alamitos Median Improvements - South Coast Air Basin, Summer

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Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	PhaseEndDate	12/30/2016	1/27/2017
tblConstructionPhase	PhaseEndDate	12/30/2016	4/25/2017
tblConstructionPhase	PhaseStartDate	12/31/2016	2/1/2017
tblLandUse	LotAcreage	0.00	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		Demolition
tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00

# 2.0 Emissions Summary

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

## 2.1 Overall Construction (Maximum Daily Emission)

## **Unmitigated Construction**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.5474	11.6287	10.3445	0.0184	0.2492	0.8252	1.0487	0.0667	0.7976	0.8569	0.0000	1,762.607 2	1,762.607 2	0.2376	0.0000	1,767.389 4
Maximum	1.5474	11.6287	10.3445	0.0184	0.2492	0.8252	1.0487	0.0667	0.7976	0.8569	0.0000	1,762.607 2	1,762.607 2	0.2376	0.0000	1,767.389 4

## **Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year		lb/day											lb/d	lay		
2017	1.5474	8.9154	10.3445	0.0184	0.2492	0.8252	1.0487	0.0667	0.7976	0.8569	0.0000	1,762.607 2	1,762.607 2	0.2376	0.0000	1,767.389 4
Maximum	1.5474	8.9154	10.3445	0.0184	0.2492	0.8252	1.0487	0.0667	0.7976	0.8569	0.0000	1,762.607 2	1,762.607 2	0.2376	0.0000	1,767.389 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	23.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

# 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Area	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e- 005	0.0000	1.0000e- 004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000	0.0000	2.3000e- 004

## **Mitigated Operational**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Area	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e- 005	0.0000	1.0000e- 004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000	0.0000	2.3000e- 004

#### Los Alamitos Median Improvements - South Coast Air Basin, Summer

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent eduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

#### 3.0 Construction Detail

#### **Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Paving	Paving	2/1/2017	4/25/2017	5	60	
2	Demolition	Demolition	1/1/2017	1/27/2017	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

## Los Alamitos Median Improvements - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
	Cement and Mortar Mixers	2	7.00	9	0.56
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
	Pumps	2	6.00	84	0.74
	Rollers	1	6.00	80	0.38
Demolition	Air Compressors	1	6.00	78	0.48
Paving	Pumps	2	7.00	84	0.74
Paving	Rollers	1	7.00	80	0.38
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

## **Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## **3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

3.2 Paving - 2017
<u>Unmitigated Construction On-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.4077	11.0227	8.9099	0.0149		0.7566	0.7566		0.7418	0.7418		1,400.728 4	1,400.728 4	0.1738		1,405.072 6
Paving	0.0000		i i			0.0000	0.0000		0.0000	0.0000		i	0.0000			0.0000
Total	1.4077	11.0227	8.9099	0.0149		0.7566	0.7566		0.7418	0.7418		1,400.728 4	1,400.728 4	0.1738		1,405.072 6

## **Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
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
Vendor	0.0196	0.5176	0.1369	1.0400e- 003	0.0256	4.4800e- 003	0.0301	7.3700e- 003	4.2900e- 003	0.0117		111.1430	111.1430	8.0500e- 003		111.3443
Worker	0.1201	0.0884	1.1365	2.5200e- 003	0.2236	1.8600e- 003	0.2254	0.0593	1.7100e- 003	0.0610		250.7358	250.7358	9.4700e- 003		250.9725
Total	0.1397	0.6060	1.2734	3.5600e- 003	0.2492	6.3400e- 003	0.2555	0.0667	6.0000e- 003	0.0727		361.8788	361.8788	0.0175		362.3168

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

3.2 Paving - 2017

<u>Mitigated Construction On-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.4077	3.0914	8.9099	0.0149		0.7566	0.7566		0.7418	0.7418	0.0000	1,400.728 4	1,400.728 4	0.1738		1,405.072 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4077	3.0914	8.9099	0.0149		0.7566	0.7566		0.7418	0.7418	0.0000	1,400.728 4	1,400.728 4	0.1738		1,405.072 6

## **Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
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
Vendor	0.0196	0.5176	0.1369	1.0400e- 003	0.0256	4.4800e- 003	0.0301	7.3700e- 003	4.2900e- 003	0.0117		111.1430	111.1430	8.0500e- 003		111.3443
Worker	0.1201	0.0884	1.1365	2.5200e- 003	0.2236	1.8600e- 003	0.2254	0.0593	1.7100e- 003	0.0610		250.7358	250.7358	9.4700e- 003		250.9725
Total	0.1397	0.6060	1.2734	3.5600e- 003	0.2492	6.3400e- 003	0.2555	0.0667	6.0000e- 003	0.0727		361.8788	361.8788	0.0175		362.3168

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

3.3 Demolition - 2017
<u>Unmitigated Construction On-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
	1.3884	11.0120	9.2080	0.0139		0.8233	0.8233		0.7959	0.7959		1,351.510 1	1,351.510 1	0.2281		1,357.213 4
Total	1.3884	11.0120	9.2080	0.0139	-	0.8233	0.8233		0.7959	0.7959		1,351.510 1	1,351.510 1	0.2281		1,357.213 4

## **Unmitigated Construction Off-Site**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
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
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
Worker	0.1201	0.0884	1.1365	2.5200e- 003	0.2236	1.8600e- 003	0.2254	0.0593	1.7100e- 003	0.0610		250.7358	250.7358	9.4700e- 003		250.9725
Total	0.1201	0.0884	1.1365	2.5200e- 003	0.2236	1.8600e- 003	0.2254	0.0593	1.7100e- 003	0.0610		250.7358	250.7358	9.4700e- 003		250.9725

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

3.3 Demolition - 2017

<u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
	1.3884	8.8270	9.2080	0.0139		0.8233	0.8233		0.7959	0.7959	0.0000	1,351.510 1	1,351.510 1	0.2281		1,357.213 4
Total	1.3884	8.8270	9.2080	0.0139		0.8233	0.8233		0.7959	0.7959	0.0000	1,351.510 1	1,351.510 1	0.2281		1,357.213 4

## **Mitigated Construction Off-Site**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
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
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
Worker	0.1201	0.0884	1.1365	2.5200e- 003	0.2236	1.8600e- 003	0.2254	0.0593	1.7100e- 003	0.0610		250.7358	250.7358	9.4700e- 003		250.9725
Total	0.1201	0.0884	1.1365	2.5200e- 003	0.2236	1.8600e- 003	0.2254	0.0593	1.7100e- 003	0.0610		250.7358	250.7358	9.4700e- 003		250.9725

## 4.0 Operational Detail - Mobile

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

## **4.1 Mitigation Measures Mobile**

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

## **4.2 Trip Summary Information**

	Avei	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	se %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

	Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Ī	User Defined Industrial	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

# 5.0 Energy Detail

Historical Energy Use: N

## **5.1 Mitigation Measures Energy**

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

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

# 5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	lay		
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	 	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## **Mitigated**

	NaturalGa s Use	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	day		
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

#### 6.0 Area Detail

## **6.1 Mitigation Measures Area**

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## Los Alamitos Median Improvements - South Coast Air Basin, Summer

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
miligatoa	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004
' '	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004

# 6.2 Area by SubCategory Unmitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	1 1 1		0.0000			0.0000
Consumer Products	0.0000	<del></del>   	<del>,</del> ! !		,	0.0000	0.0000	<b>,</b> : : :	0.0000	0.0000		,	0.0000			0.0000
Landscaping	1.0000e- 005	0.0000	1.0000e- 004	0.0000	,	0.0000	0.0000	,	0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004
Total	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004

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#### Los Alamitos Median Improvements - South Coast Air Basin, Summer

## 6.2 Area by SubCategory

#### **Mitigated**

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000		1 1			0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004
Total	1.0000e- 005	0.0000	1.0000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e- 004	2.2000e- 004	0.0000		2.3000e- 004

#### 7.0 Water Detail

## 7.1 Mitigation Measures Water

#### 8.0 Waste Detail

## **8.1 Mitigation Measures Waste**

## 9.0 Operational Offroad

Equipment Type Nu	er Hours/Day	nber Hours/D	Days/Year	Horse Power	Load Factor	Fuel Type
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## **10.0 Stationary Equipment**

## **Fire Pumps and Emergency Generators**

## Los Alamitos Median Improvements - South Coast Air Basin, Summer

	Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
<u>Boilers</u>							
	Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type	

## **User Defined Equipment**

Equipment Type	Number

# 11.0 Vegetation