

August 2021 | EIR Addendum

SA Recycling Lease Extension Project

Submitted to:

**City of Los Angeles Harbor Department
Environmental Management Division**
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1. Introduction

This Addendum to the Port of Los Angeles's 1996 certified Hugo Neu-Proler Lease Renewal EIR (Certified EIR), State Clearinghouse No. 93071074, has been prepared by SA Recycling in accordance with Section 21166 of the California Environmental Quality Act (CEQA) and Sections 15162 and 15164 of the CEQA Guidelines for consideration by the Port of Los Angeles Board of Harbor Commissioners. The Port of Los Angeles is the lead agency responsible for the Certified EIR and this Addendum for the proposed SA Recycling Lease Extension Project.

SA Recycling LLC (Applicant) is seeking a five-year lease extension to the existing lease without any changes in the use or scope of operations approved under the existing permit/lease that were evaluated in the Certified EIR (Proposed Project).

1.1 PURPOSE OF AN ADDENDUM

Pursuant to Public Resources Code (PRC) Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

- d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

An addendum can be prepared to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 (above) calling for preparation of a subsequent EIR have occurred (CEQA Guidelines Section 15164). No changes or additions to the existing operations are proposed therefore an addendum to the Certified EIR is appropriate.

For the reasons stated herein, the Proposed Project would fulfill none of the conditions outlined in CEQA Guidelines Sections 15162(a)(1) to (3) because the extension of the lease would not result in any changes or any significant environmental effects. Accordingly, this checklist provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and an addendum to the Certified EIR is the appropriate environmental document to address changes to the project.

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration):

- a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

After careful consideration of the potential environmental impacts of the Proposed Project, the Port of Los Angeles has been asked to determine that 1) none of the conditions requiring preparation of a subsequent or supplement to an EIR have occurred, and 2) the circumstances described in Section 15164 of the CEQA Guidelines exist. If found appropriate, an addendum to the Hugo Neu-Proler Lease Renewal Project EIR has been deemed appropriate.

1.1.1 Scope of Analysis in This Addendum

The purpose of this Addendum is to determine if the Proposed Project would result in any the conditions outlined in CEQA Guidelines Sections 15162(a)(1) to (3) resulting in new significant environmental effects or a substantial increase in the severity of previously identified significant effects requiring major revisions to the

Certified EIR. Accordingly, this checklist and associated analysis provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and an addendum to the Certified EIR is the appropriate environmental document.

The Proposed Project includes a five-year lease extension with no changes to the infrastructure or operations that were analyzed and approved in the Certified EIR and operations under Permit No. 750. As lead agency under CEQA, the Port of Los Angeles is required to evaluate the environmental impacts associated with the Proposed Project. The scope of the review for project-related impacts for this Addendum is limited to differences between impacts analyzed by the Certified EIR for implementation of the Hugo Neu-Proler Lease Renewal Project (Approved Project) and the Proposed Project. The Approved Project will serve as the “baseline” for the environmental impact analysis. The baseline includes all applicable mitigation measures adopted in conjunction with the Certified EIR. As required by CEQA, this Addendum also addresses changes in circumstances or new information that would potentially involve new environmental impacts. Please refer to Section 3.1.3, *Approved Project and Current Conditions*, for a discussion of current operations and how they compare to the Approved Project as analyzed in the Certified EIR.

1.2 CONTENT AND ORGANIZATION OF THIS ADDENDUM

This Addendum relies on the CEQA checklist, modified to reflect the criteria set forth above in Public Resources Code section 21166 and CEQA Guidelines section 15162, and which addresses environmental resource issues section by section. The completed checklist is included in Section 5.0, *Environmental Analysis*. Each environmental topic has the following subheadings:

- Summary of Previous Environmental Analysis (including the Certified EIR and previous CEQA documentation; see description under Section 3.1, *Project History and Background*).
- Impacts Associated with the Proposed Project (including environmental checklist).
- Adopted Mitigation Measures Applicable to the Proposed Project.

1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION

For a detailed description of adopted land use planning documents that apply to the Project area, including those identified in the Certified EIR and associated environmental documentation, see Section 3.1, *Project History and Background*.

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2. Environmental Setting

2.1 PROJECT LOCATION

The Project Site is located at Berths 210 and 211 at the Port of Los Angeles at 901 New Dock Street on Terminal Island. The Project Site is in the City of Los Angeles in Los Angeles County. The Port of Los Angeles is on the southern side of the City of Los Angeles and adjacent to the Port of Long Beach. The Project Site is approximately 20 miles south of downtown Los Angeles and approximately 3 miles west of downtown Long Beach. The Project Site is bounded by a channel within the Port of Los Angeles to the north, shipping container terminals to the east and west, and New Dock Street and railroad right-of-way to the south. The Project Site is approximately one-quarter mile north of State Route 47 (Seaside Freeway), about 2 miles east of Interstate 110, and approximately 1.3 miles west of Interstate 710 (segment on Terminal Island). See Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*.

2.2 ENVIRONMENTAL SETTING

2.2.1 Project Site

Since 1962, operations on the Project Site have involved scrap-metal recycling. SA Recycling (Applicant) took over operations at the Project Site in 2007. Currently, SA Recycling operates a scrap metal recycling facility on the Project Site under Permit No. 750. Scrap metal is transported to the Project Site where it is sorted, shredded or sheared, stockpiled, and eventually exported to overseas markets. The long-term lease and permit were renewed following the certification of the Certified EIR. Operations today are similar to the operations when Permit No. 750 was approved in 1996, except for the following improvements to operations and the environmental footprint of the facility:

- Partial enclosure¹ of the downstream metal separation processing equipment in 2010.
- Installation of “best available control technology (BACT)” air pollution control system consisting of a particulate and moisture filter, regenerative thermal oxidizer, and scrubber in 2011.
- Replacement of a diesel-powered crane with an electric crane for loading the deep-water ships in 2016.

As described in Section 3.1, *Project History and Background*, ongoing groundwater monitoring and reporting and remediation address the release of diesel fuel in 1988. The Project Site is approximately 26.7 acres (see Figure 3, *Aerial Photograph*). Currently, nearly 100 percent of the site is paved. Only a small landscaped area by the office at the site entrance is unpaved.

¹ The structure has walls all the way around except for some large openings, and the roof covers approx. 50% of the area, with the rest left open for maintenance access.

2.2.2 Existing Land Use and Zoning

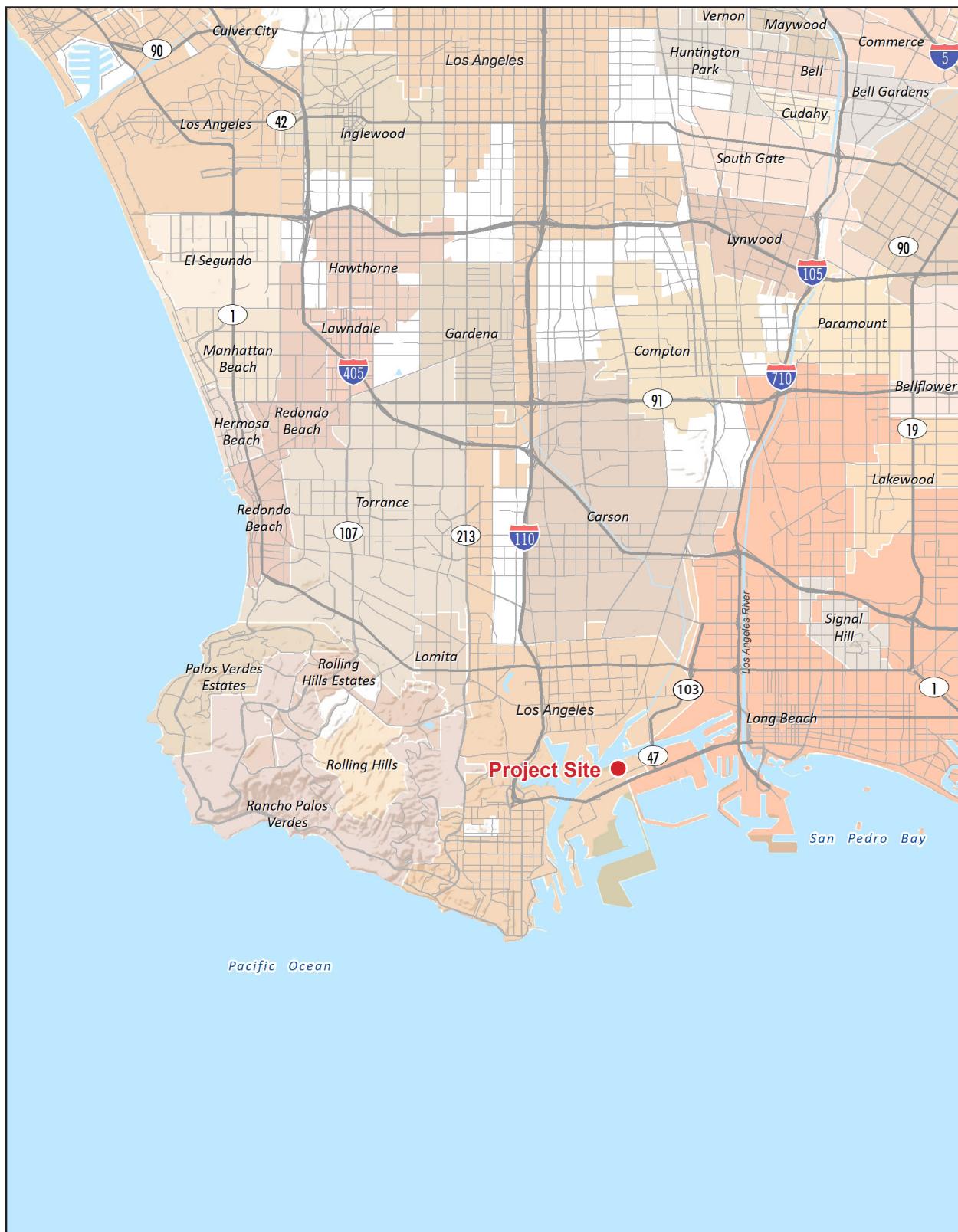
The Project Site and the surrounding area are in the Port of Los Angeles (Port), which is covered by the City's General Plan. Also, the Port Master Plan guides future development and expansion of the Port of Los Angeles (Los Angeles 2018). The Port Master Plan includes five planning areas, and the Project Site and the surrounding uses are in Planning Area 3, Terminal Island (Los Angeles 2018). Planning Area 3, the largest planning area, consists of all of Terminal Island with the exception of Fish Harbor and includes six of the Port's nine container terminals. The Port Master Plan designates the Project Site "Mixed Land Use: [B210-B211] Container/Dry Bulk." To the east of the Project Site, properties have a land use type of "Mixed Land Use: [B206-B209] Container/Dry Bulk/Breakbulk." To the south and west of the Project Site, properties have a land use type of "Container."

The City's Zoning Information and Map Access System (ZIMAS) shows that the Project Site and surrounding properties are zoned Qualified Heavy Industrial with Height District 1 ([Q]M3-1) and have a General Plan Land Use designation of General/Bulk Cargo (Non-Hazardous Industrial and Commercial) (Los Angeles 2020). Height District 1 does not provide a height limit for manufacturing designations but restricts floor area ratio (FAR) to 1.5 to 1.

2.2.3 Local and Regional Access

Vehicle access to the Project Site is provided from New Dock Street and Pier S Avenue. Regional vehicular access is provided from State Route 47, Interstate 710, Interstate 110, and State Route 103. Marine vessels access the Project Site via channels in the Port of Los Angeles. A railway along New Dock Street provides rail access to the Project Site.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: ESRI, 2020

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Scale (Miles)

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Figure 2 - Local Vicinity

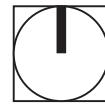


Project Boundary

City Boundary

Source: ESRI, 2020

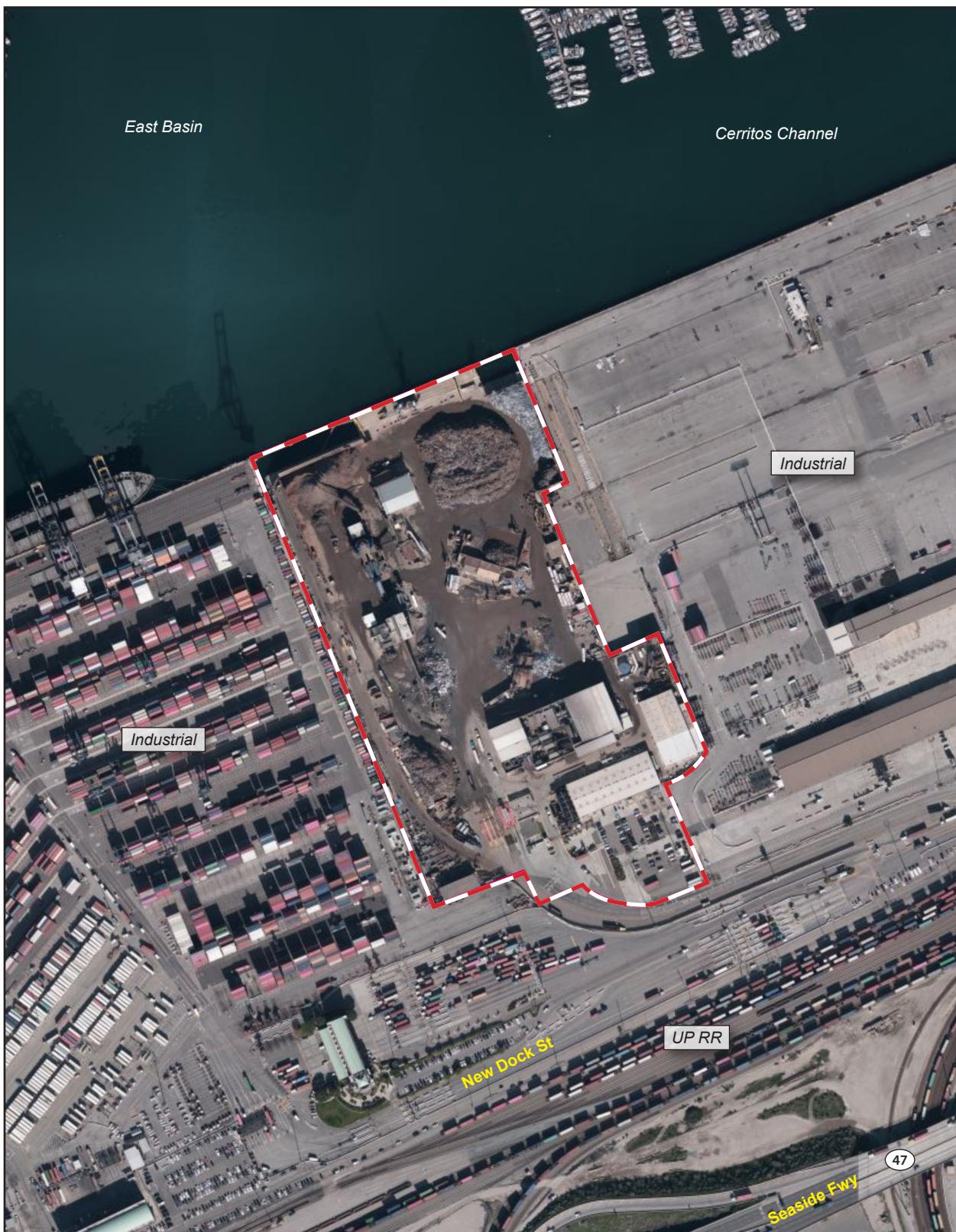
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Figure 3 - Aerial Photograph



— — — Project Boundary

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Source: ESRI, 2020



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3. Project Description

3.1 PROJECT HISTORY AND BACKGROUND

SA Recycling operates a scrap metal recycling facility under Permit No. 750 at Berths 210 and 211 on Terminal Island at the Port of Los Angeles. The Project Site consists of approximately 26.7 acres of waterfront and backland property. Scrap metal is transported to the Project Site where it gets sorted, shredded or sheared, then stockpiled and loaded onto ships for transport overseas. The locations of existing facilities located on-site are shown on Figure 4, *Existing Site Map*.

Prior to 1962, the Project Site was used for constructing and dismantling ships. In 1962, Hugo Neu-Proler Company (HNP) began operating a scrap-metal recycling facility. Sims Group Ltd acquired substantially all of the recycling operations of HNP on October 31, 2005. In December 2005, the new company applied for a subsidiary name change to Sims Hugo Neu West. On September 1, 2007, the Sims Group and Adams Steel formed a joint venture creating SA Recycling LLC. SA Recycling has continued operating a scrap metal recycling facility at the Project Site under Permit No. 750.

Permit No. 750 was approved by City Council following certification of the “Hugo Neu-Proler Lease Renewal EIR” (SCH No. 93071074) in 1996. The primary objective of the Certified EIR was a lease renewal extending through 2024. In addition to the renewal of the lease and continuation of current operations, project objectives included remediation of the soil and groundwater contamination at the Project Site, upgrade or replacement of on-site facilities and equipment, and addition of new facilities and equipment to the operation. The Approved Project included the following components:

- New facilities and equipment:
 1. Rail trackage and associated structures to allow reintroduction of rail service to the facility.
 2. Landscaped, 4,000-square-foot, single-story office building and parking area at the south end of the facility.
 3. Fully covered the scrap processing, handling, and storage area with asphalt or concrete.
 4. Additional lighting in storage, loading, and parking areas.
 5. Stormwater runoff control and treatment system.
 6. Noise barriers at strategic locations, as required.
 7. Perimeter wall around the facility to improve aesthetics.

8. Bin walls around scrap handling area to help control scrap piles.
 9. Auto shredder residue storage facility.
- The upgrades or replacements:
 1. Upgraded the bulk ship-loading structure, used to load scrap into ships, to increase its loading rate.
 2. Changed water recirculation system and feed system to the nonferrous metal recovery equipment.
 3. Improved the ferrous and nonferrous metals storage and handling equipment.
 4. Replaced the diesel fuel storage tank and provided new dispensing equipment.
 5. Replaced the underground gasoline storage tanks with new aboveground gasoline storage tank and provided new dispensing equipment.
 6. Added a new scale to the existing scale system to accommodate rail service.
 7. Converted office building into a changing room, shower room, and conference rooms.
 8. Replaced a dockside gantry crane, used to load ships, with a larger duty cycle dockside crane.

The Approved Project included remediating the soil and groundwater contamination on-site; reducing the opportunities for future contamination; improving aesthetics of the facility; controlling noise; reducing dust emissions, managing stormwater runoff; and improving efficiency, capacity, reliability, and general environmental compatibility of the operation. With the planned new facilities and equipment modifications, the maximum capacity of the facility under the Approved Project was 1,300,000 gross tons of scrap per year.

In 2007, the Air Pollution Control System (APCS) suction hoods were placed directly on top of the Under Mill Oscillator (UMO) and directly connected to the shredder mill hood. The goal of this design was to capture as much of the exhaust as possible, but this also allowed sparks generated by the shredded metal to ignite the fumes inside the APCS ducting. As a result, an explosion occurred in the shredder in 2007.

This design flaw was corrected by enclosing the shredder structure with siding panels and moving the suction points to the top of the building, 55 feet above the UMO. This improved design allows SA Recycling to capture all the exhaust generated by the shredder while preventing sparks generated from shredded metal to reach the APCS system.

The current APCS is equipped with high speed abort gates and sensors that prevent an explosion from reaching and damaging critical components of the filtration system.

In 2016, an Initial Study/Negative Declaration was prepared and approved for the crane replacement and electrification project (SCH 2016021009). SA Recycling replaced an older diesel mobile crane with a new electric crane.

Figure 4 - Existing Site Map



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3.1.1 Regulatory Agency Permits

Nearly 100 percent of the Project Site is paved and impervious, with the exception of small landscaped areas by the office building. The scrap metal recycling facility captures stormwater and dust control water from the yard and treats and reuses it onsite. Occasionally, when the stormwater cannot be contained for use onsite, it is chemically treated and discharged. The facility has a Waste Discharger Identification (WDID) of 419I021125 as a result of filing a Notice of Intent under the Statewide General Permit for Storm Water Discharges Associated with Industrial Activity (General Permit No. CAS000001), adopted by the Los Angeles Regional Water Quality Control Board (LARWQCB) April 1st, 2014, Order No. 2014-0057-DWQ. Treated stormwater is discharged to one (1) of two (2) storm drains, near facility entrance and on adjacent Port of Los Angeles property. Both drains connect to the Cerritos Channel and Pacific Ocean. Storm water sediment is hauled away by a licensed and permitted hazardous waste company (Amberwick Corporation). A roll off bin is delivered to the facility no less than once every 90 days and filled with dried storm water sediment.

The SA Recycling facility receives every type of scrap metal—automobiles, consumer and industrial appliances, manufacturing scrap, curbside collection scrap, demolition scrap, consumer/homeowner scrap, industrial scrap, etc. The facility receives scrap from industrial accounts, including from other scrap metal recycling facilities. All materials received meet the definition of “scrap metal” under the California Code of Regulation, Title 22, Section 66260.10. In February 21, 1986, the Department of Health Services determined that K-20 treated wastes have mitigating physical and/or chemical characteristic which render it insignificant as a hazardous waste pursuant to Section 66305, Title 22, California Administrative Code (CAC). In October 2019, the DTSC sent a draft Corrective Action Consent Agreement (Draft CACA) to SA Recycling proposing to address possible releases of hazardous waste or hazardous waste constituents from the facility. The Draft CACA noted that in October 2018, DTSC conducted offsite inspections and observed a small amount of light fibrous material (LFM) on the ground at the container loading terminal west of SA Recycling. DTSC's sample of the LFM detected soluble zinc exceeding a regulatory threshold. SA Recycling declined to execute the draft agreement for numerous reasons including that the DTSC inaccurately defined the facility as a hazardous waste facility and the DTSC inaccurately defined process scrap metal as waste. In addition, many of the issues raised in the draft CACA are addressed in litigation brought by SA Recycling and other industry representatives in *West Coast Chapter of the Institute of Scrap Recycling Industries, et al. v California Department of Toxic Substances Control*, Case No. 34-2019-00269900, filed in the Superior Court in Sacramento (“ISRI Litigation”). Because of the limited nature of the issues raised in the Draft CACA, the ongoing dispute and litigation, and the fact that SA Recycling represents the issues identified in the DTSC's inspection have been addressed, SA Recycling staff does not consider the draft CACA to be an issue that should be given significant weight in the consideration of the proposed lease extension. In some circumstances, vehicles containing material requiring special handling are processed onsite prior to being sent to the shredder. The facility reported a total input tonnage to the shredder of 388,933 metric tons in 2019. The scrap metal consisted of 42.16 percent automobiles, 43.63 percent appliances, and 14.21 percent miscellaneous. The facility has up to 100,000 tons of ferrous and nonferrous scrap metal on-site at any given time (Storm Water Pollution Prevention Plan, SA Recycling LLC dba SA Recycling, Waste Discharge Identification No. 419I021125, June 20, 2015).

Air Quality

SA Recycling is under the jurisdiction of the South Coast Air Quality Management District (South Coast AQMD). Air permits issued by the South Coast AQMD include “permits to operate” for the shredder (R-G27565), the metals recovery plant (R-G18947), and the shredder air pollution control system (APCS) (R-G27566). Since SA Recycling acquired the Terminal Island facility, they have continually added and upgraded the air pollution control equipment (APCE) at the facility. As shown in Section 5.3, *Air Quality*, the APCE have substantially reduced the emissions generated on site. Particulate filters remove any residual solids from the shredding process and a regenerative thermal oxidizer (RTO) destroys any fugitive volatile organic compounds (VOC) from exhaust air. The facility employs a variety of measures to prevent emissions from the shredder:

- RTO.
- A chemical scrubber.
- Water spray for dust generation.
- Shredder containment building.
- Moisture-coalescing filters and high-efficiency dust filters.
- A sweeper truck to clean the entrances and driveways in the yard throughout the day.
- Water applied throughout the day to the yard, haul roads, and material piles to reduce dust generation.

The APCS consist of a filtering unit (TAME Unit) which was designed in-house, a Regenerative Thermal Oxidizer (RTO), and a chemical scrubber. Shredder exhaust first enters the TAME Unit where moisture and particulate matter are filtered before entering the RTO. The RTO destroys volatile organic compounds (VOC) through oxidation. By passing exhaust gases through a ceramic media bed that is heated to an average operating temperature of 1500 degrees Fahrenheit. This oxidizes the air pollutants with oxygen and heat. The exhaust stream then passes through a chemical scrubber where a caustic solution is used to precipitate chlorofluorocarbons (CFCs).

Surface Water Quality

SA Recycling is under the jurisdiction of the LARWQCB. Stormwater discharges from SA Recycling Terminal Island are permitted under the State Water Resources Control Board (SWRCB) General Permit to Discharge Storm Water Associated with Industrial Activity. The waste discharge identification number is “4 19I021125.”

SA Recycling employs a multi-stage chemical treatment process to mitigate the possible stormwater pollution resulting from industrial activities. Experimentation and close, consistent monitoring have led to a preferred chemistry that 1) effectively reduces the concentrations of contaminants of concern, 2) does not rely on significant changes in pH or other basic parameters, and 3) is consistent with the best available technology (BAT)/BACT mandate established in the General Permit. All stormwater exposed to industrial activity (i.e., receiving, shredding, depollution, dismantling, welding, torch-cutting, materials storage and recovery) is captured and reused, or treated prior to discharge.

Stormwater is collected in five (5) basins throughout the facility, with a total capacity of approximately 90,000 gallons; a sixth basin receives stormwater but retains this water for area reuse. The basins are equipped with

automatic pumps, triggered by float-switches. The five (5) integrated basins provide holding time and volume for sedimentation, before water is pumped to the on-site Stormwater Treatment System.

At the Treatment System, stormwater is first passed over a perforated shaker table to remove gross and non-colloidal solids. Hydrogen peroxide (H_2O_2) can be added at this stage to reduce odor and chemical oxygen demand (COD), if necessary. In route to aboveground storage, a metal precipitant (proprietary name: MO-528) can be added to remove dissolved metals, if necessary. Ten (10) 42,000 gallon tanks located on-site are available for storage and sedimentation; four (4) of these are permanently dedicated to stormwater. The six remaining tanks are available if rain volumes and intensity require. During the 2019-2020 reporting period a dry, modified bentonite clay flocculent is being tested as a COD-reduction measure; at present, this flocculent is being manually added at the tanks.

From the tanks, stormwater is pumped to one (1) of two vertical, inclined-plate clarifiers. A liquid coagulant (RO-22), then a polymer flocculent (CP-9900) are added at flash-mixing vessels before stormwater migrates upward through the inclined plates. The coagulant and flocculent significantly improve the removal of remaining non-colloidal and colloidal solids. Drainage at the top of the clarifiers delivers water to a 10,000-gallon holding tank, from which water may be discharged, treated further or returned to the storage tanks for reuse.

From the 10,000-gallon tank, stormwater can be sent to an array of mixed media – impregnated zeolite and activated carbon – filter units (10x) for polishing to reduce turbidity, if necessary. However, during the last few reporting periods the turbidity observed from in the clarifier effluent has been excellent (< 10 NTUs; nephelometric turbidity units) and this stage has been by-passed.

Coagulated and flocculated solids (or “floc”) are captured in the cone-bottoms of the clarifiers and may be recirculated if the total suspended solids present in the influent become too low to seed further floc.

Soil and Groundwater Quality

On August 26, 1988, a release of diesel fuel was reported for the Project Site that resulted in a free-phase hydrocarbon plume on the surface of the water table in the vicinity of the warehouse. Several investigations of subsurface soil and groundwater were conducted from 1990 to 1994 under the oversight of the LARWQCB to assess the environmental impact from long-term scrap metal recycling at the site. Vadose zone soils were determined to be impacted by petroleum hydrocarbons, metals, polychlorinated biphenyls (PCBs), and polycyclic aromatic hydrocarbons. Low-level detections of methyl tert-butyl ether and tert-butyl alcohol were present, but were attributed to an unknown off-site source. (Mittelhauser Corp. 1994b) The LARWQCB required HNP to add an impermeable and engineered concrete cap to all or part of the property and to conduct semiannual groundwater monitoring as part of the remediation plans for soil and groundwater contamination. Both actions were intended to prevent further soil and groundwater contamination from ongoing shredding activities.

A baseline risk assessment was completed in January 1995, and the results were used to develop industrial soil cleanup levels for the Project Site. (McLaren/Hart 1994) In accordance with the requirements of the LARWQCB's Waste Discharge Requirements (WDR) Order No. 96-020 (File No. 90-47), issued on April 1, 1996, several requirements were established related to soil remediation activities and groundwater monitoring,

in accordance with a Monitoring and Reporting Program (File No. 7656). Although on-site fixation and burial of the fixated material was approved, HNP elected to transport all excavated material off-site for disposal during remediation activities. Based on this change in the site remediation program, SA Recycling has requested the LARWQCB to rescind the WDR because no fixated soil was discharged to the site. From 1999 to 2002, soils impacted above cleanup levels were excavated, and soil confirmation sampling was completed with the oversight of the Port of Los Angeles and LARWQCB. Approximately 80,000 cubic yards of soil were excavated and transported off-site for legal disposal. Concurrent with the excavation and sampling procedures, once an area met established cleanup levels, it was backfilled, graded, and capped with concrete. The WDR was terminated on April 7, 2012.

Site activities and analytical results were summarized in quarterly “supplemental remediation progress” reports. These reports were subsequently reviewed by the Port of Los Angeles and the LARWQCB in order to obtain closure. Confirmation samples collected from across the site demonstrated that all constituents were significantly below the criteria established in the WDR. Semi-annual groundwater monitoring is required by Monitoring and Reporting Program (MRP) No. 7656, as stipulated in the WDR. (Earthcon Consultants 2020)

Semi-annual groundwater sampling has been conducted since 1997. All accessible site wells are gauged quarterly, and the eight wells listed in the MRP (MW-1, MW-2, MW-4A through MW-8, and MW-16) are purged and sampled in December and June of each year. Monitoring of the well network is required by the WDR and MRP to evaluate the groundwater in order to further evaluate the free product plume on site.

Since the WDR was rescinded in 2012, groundwater monitoring was decreased to only total petroleum hydrocarbons in the gasoline, diesel, and motor oil ranges and volatile organic carbons (VOCs), and decreased the number of groundwater monitoring wells to be sampled from eight to five (MW-1, MW-2, MW-12, MW-16 and MW-18). The modified groundwater monitoring program began in June 2012. Initially, the hydrocarbon plume volume was estimated to range between 2,900 and 5,100 gallons of product covering approximately 13,500 square feet; by 2015 the estimated volume was 1,994 gallons covering approximately 9,000 square feet. Free product is removed from the Site wells using a combination of passive skimmers, hand bailing, and absorbent socks. SA Recycling records light non-aqueous phase liquid (LNAPL) thicknesses in a weekly basis and summarizes the free product recovery volume in quarterly progress reports to the LARWQCB.

3.1.2 Previous Environmental Analysis

In 1996, the Port of Los Angeles certified the EIR for the Hugo Neu-Proler Lease Renewal Project. The Certified EIR determined that most potential impacts generated by the Approved Project were less than significant prior to mitigation or were reduced to a less than significant level with mitigation. It concluded that the following environmental areas would result in a significant and unavoidable adverse impact even after mitigation and a Statement of Overriding Considerations was adopted:

- Air Quality (NOx and VOC² emissions during construction).
- Air Quality (NOx, VOC, and CO emissions during operation).
- Geology (ground shaking).

3.1.3 Approved Project and Current Operations

The Certified EIR analyzed the environmental effects of proposed lease renewal for 27 years and planned improvements and operational changes to the Hugo Neu-Proler Company (HNPC) facility at Berths 210-211, on Terminal Island in the Port of Los Angeles (Project Site). Table 1 shows a comparison of the Approved Project versus the current conditions for key operations. Please note this is shown for comparison purposes only. The environmental analysis contained herein assumes that operations under the Approved Project and Proposed Project are similar.

As shown in Table 1, throughput volumes has ranged between 840,000 gross tons and 1.2 million gross tons. Throughput volumes in 2018 and 2019 were approximately 840,000 gross tons. However, in recent years throughput volumes have increased, in part, due to the COVID-19 pandemic and the worldwide shortage of steel. For example, in 2020 throughput volumes increased to approximately 1 million gross tons. For the first six months of 2021, throughput volumes have been just under 600,000 gross tons for an annualized throughput projection of 1.2 million gross tons.

Table 1 Approved Project as Compared to Current Operations

	Approved Project ¹	Current Operations ²
Gross Annual Throughput	1.3 million gross tons	840,000 to 1.2 million gross tons
Daily Transactions (or Deliveries)	300	280
Employees	164	140
Daily Employee Trips (inbound and outbound)	328	280
Daily Deliveries by Truck	300	100 to 250
Rail Cars Delivered per Day (for recycling)	13	3
Vessel Calls per Year	41	24 to 36

Sources:

1. Section 1.5.2, Proposed Changes to Processing Units and Facilities, Certified EIR, 1996.
2. SA Recycling, 2021.

² The Certified EIR refers to “Reactive Organic Gases” (ROG). This is because EPA formerly defined the regulated organic compounds in outdoor air as ROG. This terminology clarified its meaning as being limited to reactive chemicals. However, EPA later changed that terminology to “Volatile Organic Compounds” (VOC). ROGs are defined as the subset of VOCs that are reactive enough to contribute substantially to atmospheric photochemistry.

3.2 PROJECT DESCRIPTION

The Proposed Project includes a five-year extension of the existing lease (Permit No. 750), which currently expires in 2024. No changes to the scope of the lease, use of the Project Site, nor new construction or operations are proposed, other than routine maintenance or replacement of equipment as contemplated by the Certified EIR. The existing and ongoing monitoring and reporting of groundwater and free product recovery of the 1988 diesel fuel release would continue, and no changes are proposed. The Approved Project and the Proposed Project assume up to 1.3 million gross tons of throughput, 300 transactions (or deliveries) per day and 164 employees. The facility is open Monday through Friday from 6:00 am to 6:00 pm and on Saturday from 6:00 am to 3:00 pm. No operational changes or increases are proposed.

4. Environmental Checklist

4.1 BACKGROUND

-
1. **Project Title:** SA Recycling Lease Extension Project
 2. **Lead Agency Name and Address:**

Port of Los Angeles
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731
 3. **Contact Person and Phone Number:**

Christopher Cannon
(310) 732-3675
 4. **Project Location:** The Project Site is located at Berths 210 and 211 at the Port of Los Angeles at 901 New Dock Street on Terminal Island in the City of Los Angeles in Los Angeles County.
 5. **Project Sponsor's Name and Address:**

SA Recycling (c/o Jeff Farano, Esq., Corporate Counsel)
2411 N. Glassell Street
Orange, California 92865
 6. **General Plan Designation:** Port Master Plan Designation (Planning Area 3): “Mixed Land Use: [B210-B211] Container/Dry Bulk.”
 7. **Zoning:** Qualified Heavy Industrial Zone ([Q]M3-1)
 8. **Description of Project:** The Proposed Project includes a 5-year extension of the existing lease to Permit No. 750. No changes to the lease nor new construction or operations are proposed. The existing and ongoing monitoring and reporting of groundwater and free product recovery for the 1988 diesel fuel release would continue, and no changes are proposed.
 9. **Surrounding Land Uses and Setting:** The Project Site is bounded by a channel in the Port of Los Angeles to the north, shipping container terminals to the east and west, and New Dock Street and railroad right-of-way to the south. The Project Site and the surrounding uses are in Planning Area 3, Terminal Island. According to the Port Master Plan, properties to the east of the Project Site have a land use type of “Mixed Land Use: [B206-B209] Container/Dry Bulk/Breakbulk” consistent with the current use. To the south and west of the Project Site, properties have a land use type of “Container” consistent with the current use.

10. Other Public Agencies Whose Approval Is Required: None.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

AB 52 is not applicable because the analysis for the Proposed Project includes the preparation of an addendum which does not trigger AB 52 Tribal Consultation. Nevertheless, the Port of Los Angeles sent formal consultation requests (dated November 21, 2019) to five California Native American tribes. No responses were received. Additionally, SB18 does not apply because the Proposed Project does not involve an amendment to a general plan or specific plan.

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

4.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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5. Environmental Analysis

This section provides evidence to substantiate the conclusions in the modified environmental checklist/Addendum. Each topical section will briefly summarize the conclusions of the Certified EIR, then discuss whether or not the Proposed Project is consistent with the findings in the Certified EIR considering the criteria of Public Resources Code section 21166. Mitigation measures referenced are from the Certified EIR.

5.1 AESTHETICS (PREVIOUSLY REFERRED TO AS VISUAL RESOURCES (AESTHETICS/LIGHT AND GLARE))

5.1.1 Summary of Impacts Identified in the Certified EIR

The Visual Resources chapter of the Certified EIR (see Section 3.13) determined that construction activities of the Approved Project would be short term, and views of the Project Site would not create significant impacts. During operation, the proposed facility modifications would occur within the existing facility at the Project Site. Several features of the facility were considered visually prominent, including wharf frontage and ships, scrap metal piles, bulk loader, large crane, and small cranes and mobile equipment. The wharf frontage, ships, large crane, and bulk loader would be similar to the industrial facilities and equipment adjacent to the Project Site. Unlike the dockside equipment and scrap metal piles, the other site facilities, including office, warehouse buildings, shredder, and weigh station, were mostly hidden by the scrap piles and would not contribute to the visual impression of the site. Features of the Approved Project, including perimeter wall and landscaped single-story office building and parking area, would block and soften the visual appearance of the Project Site. Operation of the Approved Project would not have a significant effect on visual resources.

The Certified EIR determined that, considering the location of the marina—which is dominated by view of Port industrial facilities, ship loading equipment, or oil production facilities—the visual impacts of the Approved Project were not considered significant. The Certified EIR found that implementation of the Approved Project would not result in any significant adverse impacts to the visual resources of the Project area. No mitigation measures were required.

Additionally, cumulative aesthetics impacts relative to the Approved Project were determined to be insignificant.

5.1.2 Impacts Associated with the Proposed Project

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?				X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X	

- a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Proposed Project proposes a five-year lease extension. It does not include any new construction nor does it expand processing capacity of the Approved Project. The Proposed Project would not result in physical changes to the Project Site nor increase marine vessel trips. Therefore, it would not have any impact on scenic vistas and the current views of the facility would remain for an additional five years minimum, unless the lease was extended again in the future. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Project Site is not in the vicinity of a state scenic highway. The closest state scenic highway, which is listed as eligible, is Route 1 between Route 19 in Long Beach south to I-5 in San Juan Capistrano (Caltrans 2019). At its nearest point, this eligible state scenic highway is 6.7 miles east of the Project Site. The Proposed Project includes a five-year lease extension. No scenic resources exist on-site. The Proposed Project would not damage

scenic resources, including trees, rock outcroppings, or historic buildings. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site is at the Port of Los Angeles in the City of Los Angeles, an urbanized area. The Proposed Project includes a five-year lease extension for the existing scrap metal recycling facility. The Proposed Project does not require any additional construction nor does it expand the processing capacity of the Approved Project. The Project Site is zoned qualified heavy industrial (Heavy Industrial with Height District 1 ([Q]M3-1) and has a General Plan Land Use designation of General/Bulk Cargo (Non-Hazardous Industrial and Commercial) (Los Angeles 2020). The Project Site is in Planning Area 3 of the Port of Los Angeles Master Plan, which designates the Project Site as “Mixed Land Use: [B210-B211] Container/Dry Bulk.” The Proposed Project would allow existing operations to continue at the Project Site under a five-year lease extension. The Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that the Approved Project would not cause any significant impact to visual resources in the area with regard to light and glare. The Proposed Project would not add new light and glare sources, but rather, would continue existing operations for an additional five years. Therefore, the Proposed Project would not create a new source of substantial light or glare that could adversely affect day or nighttime views. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

5.1.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to aesthetics were in the Certified EIR, and no new mitigation measures are required as a result of the Proposed Project.

5.2 AGRICULTURE AND FORESTRY RESOURCES

5.2.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not evaluate agriculture and forestry resources.

5.2.2 Impacts Associated with the Proposed Project

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the proposed project:

	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					X
d) Result in the loss of forest land or conversion of forest land to non-forest use?					X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					X

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is mapped as “Urban and Built-Up Land” on the California Important Farmland Finder (2017). Therefore, the Project Site does not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project Site operates as a scrap metal recycling facility, and no agricultural uses exist on-site. No impact would occur.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is not zoned for agricultural uses, and no agricultural activities exist on-site. Therefore, the Proposed Project would not conflict with a Williamson Act contract. No impact would occur.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site operates as a scrap metal recycling facility and is zoned M3 (heavy industrial). No agricultural, forest land, or timberland exist on-site. No impact would occur.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site operates as a scrap metal recycling facility and is zoned M3 (heavy industrial). No agricultural, forest land, or timberland exist on-site. Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to nonforest use. No impact would occur.

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is in the Port of Los Angeles. The Project Site and surrounding properties are zoned [Q]M3-1 (qualified heavy industrial). No agricultural uses exist on-site or in the vicinity of the Project Site. Implementation of the Proposed Project would not result in the conversion of farmland or forestland to a nonagricultural use or nonforest use. No impact would occur.

5.2.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to agricultural resources were in the Certified EIR, and no new mitigation measures are required as a result of the Proposed Project.

5.3 AIR QUALITY (PREVIOUSLY REFERRED TO AS METEOROLOGY AND AIR QUALITY)

5.3.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR evaluated air quality in Chapter 3.3, *Meteorology and Air Quality*. The Certified EIR accounted for construction-related emissions from on-site mobile equipment, off-road equipment, and construction personnel vehicles traveling to the Project Site and fugitive dust from construction activities. The Certified EIR determined that construction emissions for CO, SO_X, and PM₁₀ on the worst-case day would not exceed the daily construction emission significance thresholds. NO_X and VOC emission on the worst-case day during construction would exceed the daily emission significance thresholds and therefore were considered to have a significant impact on air quality.

Fugitive Emissions discussed in the Certified EIR include the following:

Material Storage. Materials stored include scrap material awaiting processing and shipping, and proposed aboveground gasoline and diesel fuel storage tanks. Emission estimates for the proposed fuel storage tanks include an increase in the amount of fuel consumed based on additional material handling activities by heavy duty equipment.

Scrap Handling, Dumping, and Bulkloading. Emissions resulting from on-site material handling activities.

Scrap Delivery Trucks and On-site Mobile Equipment. The Approved Project assumed approximately 301 trucks per day will be delivering material. On-site trucks and mobile construction type equipment is used to move the scrap material. Both trucks and mobile equipment cause fugitive dust emissions from tires on the pavement.

Point source emissions are generated by the shredder. The emissions also include electricity consumption for the shredder. Mobile source exhaust emissions would be produced from on-site mobile equipment, ships, delivery trucks, employee vehicles, and proposed scrap delivery by rail. Though the Certified EIR determined that no new equipment would be purchased under the Approved Project, equipment would run for more days per year and would therefore result in more emissions from mobile sources. Also, ship loading days, truck trips, employee trips, and rail car trips to the Project Site would increase under the Approved Project, which would result in increased mobile source exhaust emissions. Table 2 summarizes emissions for the Approved Project.

The Certified EIR determined that the operation of the Approved Project would create a significant impact for VOCs, CO, and NO_X.

The Certified EIR determined that the operation of the Approved Project would not cause a significant impact related to CO hotspots.

Table 2 Approved Project Total Emissions

Source	Emissions (lb/day)				
	VOC	CO	NOx	SOx	PM ₁₀
Fugitive Emissions	1.6	--	--	--	158
Point Source Emissions	443	1.0	5.6	0.6	3.2
Mobile Source Emissions	393	2,100	3,318	1,295	297
Approved Project (Baseline) Emissions	838	2,101	3,324	1,296	458
Regional Thresholds	55	550	55	150	150
Exceeds thresholds?	Yes	Yes	Yes	Yes	Yes

Source: Table 3.3-13, Certified EIR 1996.

With regard to air toxics, the Certified EIR determined that the operation of the Approved Project would increase particulate emissions, metals, and PCBs. However, an air toxic health risk assessment prepared for the Approved Project determined that health risks from air toxics would be less than significant. CARB identified Diesel particulate matter (DPM) as a toxic air contaminant in 1998 after certification of the EIR. However, DPM is a component of the PM₁₀ emissions identified, representing approximately eight percent of the PM₁₀ emissions generated by diesel engines. Therefore, the PM₁₀ emissions generated by diesel trucks were considered in the health risk assessment prepared for the Certified EIR.

Operation of the Approved Project could create objectionable odors, which would be intermittent in nature. Since the Project Site is in an industrial area, this impact was determined to be less than significant.

The Certified EIR determined that the Approved Project would be consistent with the 1991 Air Quality Management Plan and would not interfere with the scheduled attainment of air quality standards for the region.

Because the Certified EIR determined that the Approved Project's construction emissions of VOC and NOx and operation emissions of VOC, CO, and NOx would result in significant impacts, it provided mitigation measures to address these impacts; however, impacts remained significant and unavoidable.

The Certified EIR determined that no cumulative impacts would occur related to air quality and emissions.

5.3.2 Impacts Associated with the Proposed Project

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X	
c) Expose sensitive receptors to substantial pollutant concentrations?				X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X	

Methodology

The Proposed Project would maintain the same operations as the Approved Project, i.e., 328 employee ADT and 600 truck ADT for both the Approved Project and Proposed Project. As a result, no changes to mobile source emissions as a result of the Proposed Project are anticipated.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Certified EIR determined that the Approved Project was accounted for in the South Coast AQMD and SCAG's emission inventory forecasts, and the proposed increase in capacity for the Approved Project was anticipated in the Port expansion plans. Therefore, the Certified EIR determined that the Approved Project would be consistent with the 1991 AQMP and would not interfere with the scheduled attainment of air quality standards in the region. Although the AQMP has been updated (2016 AQMP) since preparation of the Certified EIR, the Proposed Project involves a five-year lease agreement extension only and does not propose any new construction or physical changes to the Approved Project. The Proposed Project would need to abide by all current and future mandatory standards, regulatory requirements and permit conditions that may be applicable to its operations moving forward. Because the Proposed Project involves only a lease extension and does not involve changing its operations, it would be consistent with the 2016 AQMP overall, which generally accounts for emissions from port-related activities. Therefore, similar to the Approved Project, the Proposed Project would not conflict with or obstruct the implementation of applicable air quality plan. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR disclosed that construction-related VOC and NO_x would be significant and unavoidable. The Certified EIR also disclosed that operation-related VOC, CO, and NO_x would be significant and unavoidable.

Construction

The Proposed Project would not include any new construction other than on-going maintenance and equipment upgrades contemplated by the Certified EIR. Therefore, the Proposed Project would not result in new or increased sources of VOC and NO_x. Additionally, the Proposed Project would adhere to the mitigation measures identified in the Certified EIR (see Section 5.3.3, below). The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Operation

The Proposed Project would not expand processing capacity of the Approved Project. Because it would not create new employee, truck, vessel, nor rail trips, the Proposed Project would not generate new sources of fugitive dust or mobile or stationary emissions.

The Certified EIR determined that the Approved Project would result in 164 employees (14 new employees) and 300 truckloads per day. This would translate to 328 employee ADT and 600 truck ADT. As shown in Table 2, the Approved Project's operational emissions were determined to be significant for VOC, CO, and NO_x. Since the Proposed Project does not propose any changes to existing operations, mobile source emissions would be similar to the Approved Project and would not create a new significant impact or a substantial increase in the severity of previously identified effects.

As shown in Table 3, the Proposed Project would result in an overall net decrease in point source emissions compared to the Approved Project for VOCs and SO_x. Other pollutants go up slightly as compared to the predicted emissions identified in the Certified EIR but are well below AQMD's significance thresholds. Since the APCS system was installed in 2011, VOC emissions were reduced by a margin of 99 percent (all yard VOC emissions sources included). CO emissions did go up slightly due to the combustion equipment added (RTO burner and natural gas injection line). Since the 2012 Source Test Report submitted to AQMD (Professional Environmental Services, 2012), the SA Recycling Terminal Yard has been continually reducing air and particulate matter emissions even further by adding newer mobile equipment, including replacing the diesel crane with an electric crane in 2017 and adding an aquatic metal separation system in the MRP (Metal Recovery Plant). Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects as compared to the Approved Project.

Table 3 Proposed Project Point Source Emissions (Shredder)

Source	Emissions (lb/day)				
	VOC	NOx	CO	SOx	PM ₁₀ Total
Approved Project					
1996 Baseline Emissions ¹	443	1.0	5.6	0.6	3.2
2008 Monitored Emissions ²	188.22	5.10	2.63	1.32	42.03
2012 Monitored Emissions ³	1.92	1.32	40.16	0.05	6.96
2020 Monitored Emissions	3.34	12.59	37.20	0.06	14.56
Proposed Project (Estimated) ⁴	4.34	16.37	48.36	0.08	18.93
Net Change (1996 Baseline vs. Proposed Project)	(438.66)	15.37	42.76	(0.52)	15.73
Regional Thresholds	55	55	550	150	150
Exceeds Thresholds?	No	No	No	No	No

Sources:

- 1. Table 3.3-13, Certified EIR 1996.
- 2. Monitored emissions data is from the South Coast AQMD Facility INformation Detail (F.I.N.D.) database for Facility ID #152952 and the 2012 Source Test Report prepared by Professional Environmental Services.

Notes:

- 3. New air pollution control systems (APCS) were installed in 2011.
- 4. The estimated emissions are based on a throughput of 1.3 million gross tons consistent with the Approved Project.

As noted in Section 3.3.1.2, *Ambient Air Quality*, of the Certified EIR, in 1996, the South Coast Air Basin (SoCAB) was designated as being in severe nonattainment for Ozone (O₃) for the national ambient air quality standard (NAAQS). Since certification of the EIR, the SoCAB is now designated as being in extreme nonattainment for the 8-hour NAAQS standard for Ozone. However, as discussed above, SA Recycling has continued to improve the air pollution control systems at the facility to reduce emissions associated with operation. For instance, VOCs, a precursor for Ozone has been reduced by approximately 439 pounds per day. In addition, the facility has been considered in SCAQMD's AQMP's since 1996, including the current 2016 AQMP, which identifies how the SoCAB region will achieve attainment for all of the NAAQS standards. As a result, the Proposed Project is not expected affect the region's ability to achieve attainment for Ozone and no new significant impacts are anticipated.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that the Approved Project would result in a less than significant impact to air toxics and CO hotspots. The Proposed Project would not result in new construction or increase processing capacity and, thus, would not increase truck trips, rail trips, and vessel trips. Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that the construction and operation of the Approved Project would result in a less than significant impact regarding odors, since odors would be temporary and the Approved Project was in an industrial area. The Proposed Project would not include any new construction, nor would it expand operations at the Project Site. Therefore, the Proposed Project would not create new or increase odors from the Project Site. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

5.3.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the Certified EIR. These mitigation measures have been incorporated into the mitigation and monitoring reporting program (MMRP) for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and underline for new, inserted text.

- AQ-1** ~~Equipment Tune (Construction):~~ Maintain all construction vehicles and equipment in proper tune.
- AQ-2** ~~Construction Phasing:~~ Minimize concurrent use of equipment during the peak construction hours.
- AQ-3** ~~Carpool:~~ Encourage construction workers to carpool.
- AQ-4** ~~Low NO_x Construction Equipment:~~ Encourage Hugo Neu Proler ~~contractors~~ to use low-NO_x engines, alternative fuels, and electrification, whenever feasible.
- AQ-5** ~~Fuel Delivery (Construction):~~ Schedule fuel truck deliveries for off peak traffic hours, when feasible.
- AQ-6** ~~Equipment Tune (Operation):~~ Maintain equipment engines in proper tune in accordance with manufacturers specifications.
- AQ-7** ~~Operations Schedule:~~ When feasible, operate facilities on a 24-hour schedule, to spreading emissions from support operations and transport of scrap over a greater time period and avoid peak traffic hours.
- AQ-8** ~~Fuel Delivery (Operation):~~ Schedule fuel truck deliveries for off-peak traffic hours, when feasible.
- AQ-9** ~~Low Emission Engines:~~ Encourage use of low emission engines, innovative technologies, alternative fuels, and electrification of equipment when feasible and use these criteria in the purchase of new equipment.

Note: Mitigation Measures AQ-1, AQ-2, AQ-4 and AQ-5 related to the construction activities are no longer applicable to the Proposed Project since construction has already occurred and have been deleted.

5.4 BIOLOGICAL RESOURCES (PREVIOUSLY REFERRED TO AS BIOTA AND HABITATS)

5.4.1 Summary of Impacts Identified in the Certified EIR

Potential impacts to biological resources were evaluated in Section 3.5, *Biota and Habitats*, of the Certified EIR. The Certified EIR determined that, of the state and federally listed endangered species known from harbor areas, only the California least tern had the potential to be affected by the Approved Project. The California least tern might use waters adjacent to the Project Site for foraging; however, anticipated increased vessel activity would reduce foraging time by only a small amount and would not adversely impact the species. The California brown pelicans do not use the area for nesting or breeding, and their primary foraging areas are the outer harbor and offshore waters. The Approved Project was found to incorporate changes and improvements that would eliminate or reduce potential contamination to adjacent waters, including the soil remediation program, implementation of the SWPPP, and other site improvements under the Approved Project. The Certified EIR determined that the Approved Project's impacts to biological resources were less than significant, and no mitigation measures were proposed.

5.4.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					X

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Proposed Project would not include any new construction, alteration, or expansion of existing on-site processing or uses beyond what was previously analyzed; therefore, the Proposed Project would not result in any impacts to candidate, sensitive, or special status species. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is on Terminal Island in the Port of Los Angeles. After World War II, Berths 208 through 211, at least (including the Project Site), were used for ship dismantling and scrap metal processing. Hugo Neu-Proler Company began scrap metal processing at the Project Site in 1962. The Project Site has continued operating as a scrap metal recycling facility to this day. No riparian habitat or sensitive natural communities exist on-site. The Proposed Project would not involve any new construction or alteration of existing operations on-site. No impact would occur.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The channels and basins that make up the Port of Los Angeles waterways are identified as Estuarine Marine Deepwater by the USFWS. The existing recycling facility does not encompass any federally protected wetlands (USFWS 2020a). The Proposed Project involves a five-year lease extension and does not include any new construction or alteration of processing capacity beyond what was previously approved in the Certified EIR. Therefore, the Proposed Project would result in no impact.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Project Site is completely developed and operates as a scrap metal recycling facility. The Certified EIR determined that the Approved Project would result in a less than significant impact to biological resources and did not include any mitigation measures. The Proposed Project would not include any new construction or alteration of existing on-site operations. Therefore, the Proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species nor impede the use of native wildlife nursery sites. Consistent with the Certified EIR, potential impacts to biological resources would be less than significant.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project Site is completely developed with a scrap metal recycling facility. Landscaping, including ornamental trees, exist in the parking lot on the southern side of the Project Site. The Proposed Project would not include any construction or change of operations at the Project Site. Therefore, the Proposed Project would not conflict with any local policy or ordinance protecting biological resources, including tree preservation. No impact would occur.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No habitat conservation plan, natural community conservation plan, or local conservation plan encompasses the Project Site (USFWS 2020b, 2020c; DFW 2020). The closest conservation plan area is a proposed NCCP/HCP in the City of Rancho Palos Verdes, approximately three miles west of the Project Site (DFW 2020). The Proposed Project would not conflict with an HCP, NCCP, or local habitat conservation plan, and no impact would occur.

5.4.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to biological resources were in the Certified EIR, and no mitigation measures are required.

5.5 CULTURAL RESOURCES

5.5.1 Summary of Impacts Identified in the Certified EIR

Cultural Resources was not evaluated in the Certified EIR.

5.5.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?					X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?					X

The Certified EIR did not evaluate cultural resources, but cultural resources on-site were evaluated in the 2016 initial study/negative declaration for the crane replacement and electrification project. Cultural resources were also evaluated in the 2013 Certified EIR for the Port of Los Angeles Master Plan Update, which encompasses the Project Site.

Comments:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The Project Site does not contain known historic resources (CHD 2016; NPS 2020; OHP, 2020). Additionally, the Proposed Project would not include any construction. Therefore, no impact would occur.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

No Impact. The Project Site is in Planning Area 3 of the Port Master Plan. Planning Area 3 is underlain by artificial fill material and has little likelihood of containing intact archeological deposits (CHD 2013). The Project Site has been extensively disturbed with the operation of the scrap metal recycling facility. The Proposed Project would not include any construction or earthwork that may unearth archaeological resources. Therefore, no impact would occur.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. The Project Site is underlain by artificial fill created in the 20th century, and no human remains are known to exist within the Project Site. The Proposed Project does not include any construction or earthwork that could unearth unknown human remains. Therefore, the Proposed Project could not unearth human remains, and no impact would occur.

5.5.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to cultural resources were in the Certified EIR, and no mitigation measures are required.

5.6 ENERGY

5.6.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR evaluated the potential energy impacts of the Approved Project in Section 3.10, *Energy*. The Approved Project's consumption of electric power, natural gas, and liquid fuels and determined that the Approved Project would result in higher electricity consumption based on increased processing (throughput) and the installation of new equipment. The increase in electricity demand was not expected to result in off-site modification to the electricity distribution system. Also, the increase in electricity use for the Approved Project was determined to be very small compared to the total Los Angeles Department of Water and Power power-system demand and would not result in a shortfall of electrical generating capacity. Therefore, the Certified EIR determined that the Proposed Project would not result in a significant impact to electricity utilities.

The Certified EIR determine that the Approved Project would require negligible amounts of natural gas beyond what was currently used at the time. The increase in natural gas would not have any significant impact on Southern California Gas's supply and capacity.

Upon completion, the Approved Project would increase liquid fuel consumption (which included diesel fuel, gasoline, and liquefied petroleum gas) compared to conditions existing at the time. Though the increase in consumption of these fuels represented a substantial increase over existing conditions, the Certified EIR did not anticipate that the Approved Project would result in fuel supply constraints, and that the fuel use represented an insignificant portion of the overall fuel use in the Los Angeles area. The Certified EIR determined that the Approved Project would not result in a significant impacts to energy.

Cumulatively, the increase in energy use was also found insignificant because the total annual use represented a small percentage of the total fuel use in California.

5.6.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?					X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?					X

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

No Impact. Similar to the Approved Project, continued operation of the scrap metal recycling facility at the Project Site would require the use of electricity, natural gas, and liquid fuels. The Proposed Project would consume similar energy levels as the Approved Project. The Certified EIR determined that the Approved Project would result in a less than significant impact to energy consumption (including electricity, natural gas, and liquid fuels) because it represented a less than significant increase in energy consumption. The Proposed Project does not propose any new construction nor increase in operational capacity at the Project Site. Additionally, an electric crane was installed onsite in 2017 (analyzed in a 2016 IS/ND) that is zero emissions. Thus, the Proposed Project would not generate new energy use and, similar to the Approved Project, would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. No impact would occur.

- b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

No Impact. The state's electricity grid is transitioning to renewable energy under California's Renewable Portfolio Standard (RPS) Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The RPS goals have been updated since adoption of Senate Bill 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (Senate Bill X1-2), 44 percent by 2024, 50 by 2026, 52 percent by 2027, 60 percent by 2030, and 100 percent by 2045. The RPS requirements established under SB 100 are also applicable to publicly owned utilities. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the state objective of transitioning to renewable energy.

In addition to the RPS Program, the City of Los Angeles maintains a sustainability plan that identifies a Port-related target (Reduce Port-related GHG emissions by 80 percent by 2050) and milestones and initiatives to achieve the target (Los Angeles 2019). The Proposed Project does not include any new construction nor does it expand the processing capacity of the Approved Project. Additionally, the facility under the Proposed Project would remain subject to any current requirements. Furthermore, as stated above, RPS requirements are applicable to utilities and energy providers, and thus would not be applicable to the Proposed Project. The Proposed Project would not conflict nor obstruct a plan for renewable energy or energy efficiency. No impact would occur.

5.6.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to energy are proposed, and no mitigation measures are required.

5.7 GEOLOGY AND SOILS (PREVIOUSLY REFERRED TO AS GEOLOGY)

5.7.1 Summary of Impacts Identified in the Certified EIR

Section 3.1, *Geology*, of the Certified EIR evaluated erosion and geological hazards during the construction and operation of the Approved Project. During construction, the Certified EIR determined that construction activities might result in temporary increases in erosion of soils by wind and surface water. However, due to the paving of the operational area, the Certified EIR determined that there would be an overall decrease in erosion in that location, and erosion during construction was expected to be temporary and insignificant.

The Certified EIR determined that, during operation of the Approved Project, the facilities on Berths 210 and 211 would be particularly susceptible to damage from a local or regional earthquake if liquefaction of the fill were to occur. Seismic activity along the Newport-Inglewood Fault Zone, the San Andreas Fault, and the Palos Verdes Fault is likely to produce cyclic ground shaking during moderate (nearby) or large (distant) earthquakes. Liquefaction and ensuing ground failure within the Port was considered significant.

The Certified EIR determined that the Approved Project and other projects in the region that would be developed during the lease period would not have any cumulative impact on the probability of occurrence for geologic hazards such as earthquakes and flooding in the region. The Approved Project would place new structures in an area affected by geologic hazards; however, the increase would be relatively small compared to the total number of new structures proposed for the area and other potential local developments.

The Certified EIR determined that compliance with federal, state, and local building codes would reduce potential adverse impacts from seismic events to the maximum extent practicable. Ground shaking at the Project Site was determined to be significant and unavoidable. No feasible mitigation measures were identified to reduce ground-shaking on-site. Geologic hazards from earthquakes would remain significant.

5.7.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X	
ii) Strong seismic ground shaking?				X	
iii) Seismic-related ground failure, including liquefaction?				X	
iv) Landslides?				X	
b) Result in substantial soil erosion or the loss of topsoil?				X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?					X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Proposed Project would not result in any new impacts with respect to rupture compared to the Approved Project. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project includes a lease extension and does not involve any new construction or changes to the Approved Project. The Proposed Project would not result in any new impacts or increase the severity of impacts with respect to ground shaking compared to the Approved Project, and a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Similar to the Approved Project, the Proposed Project would be subject to liquefaction (DOC 2020a). The Certified EIR determined that compliance with local, state, and federal building codes would reduce impacts to the maximum extent practicable, and impacts would remain significant and unavoidable.

The Proposed Project does not include any new construction or changes beyond what was previously approved. The Proposed Project would not result in any new impacts or increase the severity of impacts with respect to liquefaction compared to the Approved Project. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

iv) Landslides?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site is not within an area susceptible to landslides (DOC 2020a). The Certified EIR determined that the Project Site has a high probability of geologic hazards, including on-site slope failure, during an earthquake. Since the Proposed Project does not include any new construction or changes beyond what was previously approved, the Proposed Project would not result in any new impacts or increase the severity of impacts with respect to slope failure compared to the Approved Project. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that construction of the Approved Project could result in temporary erosion, which was determined to be insignificant. As discussed in the Certified EIR, most of the Project Site is paved, including the operational area. Since the Proposed Project would not include any new construction, no changes to soil erosion beyond what was previously analyzed would occur. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that the Project Site would be subject to ground shaking and that geologic hazards, such as liquefaction, settlement, slope failure, or surface cracks at the Project Site, have a relatively high probability of occurrence. The Proposed Project does not include any new construction or changes beyond what was previously approved. The Proposed Project would not result in any new impacts or increase the severity of impacts with respect to soil instability compared to the Approved Project. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. The Certified EIR does not specifically address expansive soils; however, the Certified EIR determined that if the soil on-site was found to be unsuitable for use as fill, suitable fill material would be imported. Further, the Approved Project was subject to the local, state, and federal building codes that would reduce impacts. The Proposed Project would not include any new construction or changes to the scope of the lease. No impact would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Section 3.11 of the Certified EIR, *Utilities and Waste Management*, states that the Project Site is served by the wastewater collection system that serves the New Dock Street area and is ultimately transferred to the Terminal Island Treatment Plant. The Proposed Project includes a lease extension and does not propose any new construction or changes to the scope of the lease. The Proposed Project would continue to be served by the existing wastewater system. The Proposed Project would not include septic tanks or alternative wastewater disposal systems, and no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Certified EIR does not evaluate paleontological resources or unique geologic features. The Project Site occupies the north-central margin of Terminal Island, which was formerly part of Rattlesnake Island,

which consisted of shallow tidelands and coastal islands. The creation of Terminal Island began in the early 1900s with landfilling activities from dredged sediments. The portion of the landfill that the Project Site occupies was made in the 1940s. Typically, these fill materials consist of grey to brown, fine to median grained sand and silty sand with varying percentages of shell fragments and mica that range between 5 to 10 feet in thickness.

The Project Site has been extensively disturbed, and since the Proposed Project does not include any new construction, it does not have the possibility of encountering paleontological resources or unique geologic features. No impact would occur.

5.7.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR determined that ground-shaking on-site was found to be significant and unavoidable. The Certified EIR determined that compliance with state and local building codes would reduce potential adverse impacts from seismic events to the maximum extent practicable, and no further feasible mitigation measures are available.

5.8 GREENHOUSE GAS EMISSIONS

5.8.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not analyze greenhouse gas (GHG) emissions. GHG emissions, however, do not reflect a change in circumstances warranting the need for additional review under Public Resources Code section 21166.

5.8.2 Impacts Associated with the Proposed Project

Regulatory Setting

Federal Laws

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standard s proposed in 2009 for new light duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

The EPA's endangerment finding covers emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit the equivalent of 25,000 metric tons or more of CO₂ per year are required to submit an annual report.

State Laws

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-30-15; Assembly Bill (AB) 32; Senate Bill (SB) 32; and SB 375. In addition to the regulations discussed below, the State of California has a number of laws relating to GHG in different sectors, including transportation, renewable energy portfolio, energy efficiency, and water efficiency.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and targets for reductions in GHG emissions are generally embodied in AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction goals established in Executive Order S-03-05.

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs the California Air Resources Board (CARB) to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan established a new emissions limit of 260 million metric tons of carbon dioxide equivalent (MMTCO₂e) for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero and near zero emission (ZE/NZE) vehicle technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement efforts by the local air districts to tighten criteria air pollutants and toxic air contaminant emissions limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZE buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the RPS to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency and utilizes NZE technology and deployment of ZE trucks.
- Implementing the proposed Short Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post 2020 Cap and Trade Program that includes declining caps.
- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions: for example, statewide targets of no more than 6 MT CO₂e or less per capita by 2030 and 2 MT CO₂e or less per capita by 2050. CARB recommends that local governments evaluate and adopt robust and quantitative locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the state's 1990 emissions limit established under AB 32.

For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state's long term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from vehicle miles traveled (VMT), and direct investments in GHG reductions within the project's region that contribute potential air quality, health, and economic co benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the business-as-usual yardstick that is, what would the GHG emissions look like if the state did nothing at all beyond the policies that are already required and in place to achieve the 2020 limit. It includes the existing renewables requirements, advanced clean cars, the “10 percent” LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Known commitments are expected to result in emissions that are 60 MMTCO₂e above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post 2020 Cap and Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG’s targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region’s transportation network. The targets would result in 3 MMTCO₂e of reductions by 2020 and 15 MMTCO₂e of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB’s Scoping Plan (for AB 32) would be met (CARB 2010).

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or

exceed the emission reduction levels in the MPOs' currently adopted SCSs. As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 MMTCO₂e in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018, are subject to these new targets.

SCAG's RTP/SCS

SB 375 requires each MPO to prepare an SCS in their regional transportation plan. For the SCAG region, the 2020-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), known as Connect SoCal, was adopted on September 3, 2020, and is an update to the 2016 RTP/SCS (SCAG 2020). Connect SoCal's core vision builds upon and expand land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal lays out a strategy to meet CARB's greenhouse gas reduction targets for the SCAG region, which includes eight percent below 2005 per capita emissions by 2020 and 19 percent below 2005 per capita emissions by 2035.

Connect SoCal outlines strategies to provide for a more efficient goods movement through the region. Its goals include:

- **Goal 4.** Increase person and goods movement and travel choices within the transportation system;
- **Goal 8.** Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

Port of Los Angeles

Clean Air Action Plan

The Port of Los Angeles along with the Port of Long Beach prepared an update to its Clean Air Action Plan (CAAP) in 2017. The CAAP provides guidance to help the region achieve its clean air goals and support a more sustainable freight movement. The CAAP incorporates emission reduction goals to reduce greenhouse gas emissions from port-related sources to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050 (San Pedro Bay Ports 2017).

Methodology

The Certified EIR did not quantify GHG emissions, so GHG emissions for the Approved Project and Proposed Project were calculated using the California Emissions Estimator Model (CalEEMod) 2016.3.2. The emissions for the Proposed Project were compared to the emissions for the Approved Project. The analysis was conducted in February 2021 and is provided in Appendix A. Greenhouse gas emissions are reported in metric tons of carbon dioxide equivalence per year (MTCO₂e/year).

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?					X

Comments:

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

No Impact. The Proposed Project includes a five-year extension of the existing lease under Permit No. 750. It would not include any new construction or expand the operations at the Project Site. Therefore, the Proposed Project would not result in any new stationary greenhouse gas emissions.

The Certified EIR determined that the Approved Project would generate 164 employees (14 new employees) and 300 truckloads per day. This translated to 328 employee ADT and 600 truck ADT. The GHG analysis determined that the Approved Project generates 526 MTCO₂e/year from employee trips and 19,837 MTCO₂e/year at buildout for a combined emissions of 20,363 MTCO₂e/year. The Proposed Project would maintain the same operations as the Approved Project. As shown in Table 4, *Greenhouse Gas Emissions Comparison*, the Proposed Project would result in no change in greenhouse gas emissions compared to the Approved Project. Therefore, the Proposed Project would not result in new significant impacts related to GHG emissions, because the potential effects on climate change from GHG emissions is not a new issue under CEQA. Consequently, no impact warranting the need for additional environmental review would occur due to project-related GHG emissions.

Table 4 Greenhouse Gas Emissions Comparison (MTCO₂e/year)

Approved Project ¹	Proposed Project ¹	Net Change
Employees		
526	526	0
Delivery Trucks		
19,837	19,837	0
Combined		
20,363	20,363	0
Significance Threshold		10,000
Exceeds Threshold?		No

Source: CalEEMod 2016.3.2.

Note: Emissions projections are based on calendar year 2020 emissions data obtained from EMFAC2017, version 1.0.2.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, SCAG's Connect SoCal, and the CAAP. Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. Also, new buildings are required to comply with the current Building Energy Efficiency Standards and California Green Building Code. Compliance with these Scoping Plan measures at the statewide level would generally contribute to reducing the Proposed Project's GHG emissions.

In addition to the Scoping Plan, under Connect SoCal, the projected regional development pattern, when integrated with the proposed regional transportation network, would reduce per capita passenger vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. In general, VMT associated with heavy duty trucks involved in goods movement is outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. Finally, the Port of Los Angeles and the Port of Long Beach updated its CAAP in 2017 and established emission reduction targets to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The Proposed Project would not expand operations at the Project Site compared to the Approved Project and would not increase the number of employees or truckloads. Additionally, the facility under the Proposed Project would remain subject to any requirements (current and future) placed on the existing operations. Therefore, the Proposed Project would not conflict with the State and Port's plans, policies, and regulations adopted for the purposes of reducing GHG emissions. No impact would occur.

5.8.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to GHG emissions were identified in the Certified EIR.

5.9 HAZARDS AND HAZARDOUS MATERIALS (PREVIOUSLY REFERRED TO AS PUBLIC HEALTH AND SAFETY/RISK OF UPSET)

5.9.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to hazards and hazardous materials were addressed in Section 3.8 of the Certified EIR. At the time of the issuance of the Certified EIR, 60 percent of the site was paved. One of the objectives of the Certified EIR included remediation of soil and groundwater contamination pursuant to a remedial action plan

approved by the LARWQCB, the Department of Toxic Substances Control, and the Port of Los Angeles. The purposes of the facility changes evaluated in the Certified EIR included the remediation of existing soil and groundwater contamination at the site and protection against future contamination.

The Certified EIR found that hazardous materials could be present in loads delivered to the site. Accordingly, all loads are inspected, and the facility does not routinely accept vehicles³ with batteries or fluids (brake, transmission, antifreeze, motor oil) in cars. Other prohibited items include fluorescent light fixtures, chlorofluorocarbons, radioactive materials, drums and barrels that are not certified clean, asbestos-containing materials, unemptied compressed gas cylinders, mercury control switches, transformers, hazardous materials, hazardous waste, ammunition, batteries, and any PCB-containing materials. All trucks pass through radiation detectors.

The Certified EIR evaluated the impacts from a diesel fuel release in 1988 that impacted soil and groundwater. The fuel was determined to have leaked from an underground pipeline during an underground storage tank retrofit operation. Since 1988, free product is removed from the Site wells using a combination of passive skimmers, hand bailing, and absorbent socks. Since 2002 after certification of the Certified EIR, contaminated soil throughout the site has been excavated and replaced with clean soil and an engineered cap, which consists of concrete pavement over base material. Soil confirmation samples met the WDR Order No. 96-020 cleanup levels and were reviewed by the Port of Los Angeles and LARWQCB.

The Certified EIR determined that construction activities associated with the Approved Project would require excavation, soil disruption, compaction, backfilling, and possible dewatering activities. These activities were considered minor in scope, and that soils above threshold levels that were excavated during construction would be disposed of in accordance with the approved remedial action plan. The Certified EIR determined that facility improvements would reduce the potential for soil and groundwater impacts. The Certified EIR provides a mitigation measure to address potential leaks from petroleum storage tanks from entering the soil and groundwater. Further, the Certified EIR determined that continued operation of the scrap metal recycling facility would not impact public water supplies.

The ongoing recovery of the diesel free product under the supervision of the LARWQCB was determined to have a positive impact of soil and groundwater quality. The Certified EIR determined that there would be no significant adverse impact associated with the recovery of the free product and groundwater monitoring activities at the Project Site. With incorporation of the identified mitigation measure, the Certified EIR determined that the Approved Project would not result in any unavoidable adverse impacts to soil and groundwater.

As discussed in the Public Health and Safety (Risk of Upset) chapter of the Certified EIR, businesses that handle hazardous materials in quantities that exceed identified thresholds are required to develop and maintain a hazardous materials business plan. The Certified EIR properly addressed the hazardous materials business plan and the transportation of hazardous materials. The City of Los Angeles has also designated a truck route in the harbor area that avoids residential areas and uses approved highways.

³ The facility does accept larger commercial vehicles that may contain batteries and fluids. Before those vehicles are shredded or sheared, any batteries or fluids are removed and properly managed.

The Certified EIR noted that the scrap metal recycling facility does not accept hazardous materials for processing or shipping. The Approved Project incorporated a SWPPP and employee health and safety program. The Certified EIR determined that the Approved Project, with its identified facility improvements and plans and procedures, would reduce the potential impacts of accidental release of hazardous materials to a level of insignificance.

Under the Approved Project, shredder residue would be maintained on-site in an enclosed facility and then transported from the site to an approved landfill. The Certified EIR determined that the construction of the covered facility and the proposed reintroduction of railway access to the Project Site would reduce the amount of material handling required, and reduce the potential of exposure to the public. The Certified EIR determined that the impacts of handling of the auto shredder waste were therefore expected to be insignificant.

With regard to the contaminated soil and groundwater on-site, the Certified EIR determined that remediation would lessen the risk from contaminated soil and groundwater with no significant impact for any remaining contamination. For all activities associated with remediation, a site health and safety plan was required to be implemented to assure the protection of health and safety. The Approved Project would further comply with applicable air quality regulations, such as SCAQMD Rule 1166. Therefore, the Certified EIR determined that emissions associated with remediation would be reduced to a level that would not cause significant health and safety impacts. The potential for impacts associated with off-site disposal of excavated soils was considered low given the short duration of the action and proper covering of trucks hauling the soil, cleaning of truck wheels, using tire wash equipment at the Project Site, and use of designated truck routes in the Port area.

Nine schools were identified within a three-mile radius in the Certified EIR. No schools are within a quarter mile of the Project Site.

The Certified EIR determined that with incorporation of mitigation measures the Proposed Project would not cause any significant unavoidable adverse impacts to the public health and safety.

5.9.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X	

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?					X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?					X

Contamination and Remediation History

The Project Site has been used as a scrap metal recycling facility since 1962. Prior to the scrap metal recycling facility use onsite, Berths 209 through 214 (which include the Project Site) were used for ship building during World War II. The Project Site was occupied by shipbuilding dry docks in the 1940s. By 1946, the dry docks were in the process of being removed. Following WWII, Berths 208 through 212 (which included the Project Site), were used for ship dismantling and scrap metal processing.

Several investigations of subsurface soil and groundwater were conducted from 1990 to 1994 under the oversight of the LARWQCB to assess the environmental impact from long-term scrap metal recycling and ship building and breaking at the site. Vadose zone soils were determined to contain petroleum hydrocarbons, metals, PCBs, and polycyclic aromatic hydrocarbons. Low-level detections of methyl tert-butyl ether and tert-butyl alcohol were present but were attributed to an unknown off-site source. The LARWQCB required the applicant to install a concrete cap on the property and to conduct semiannual groundwater monitoring as part of remediation plans. Both actions were required to prevent soil and groundwater contamination from ongoing shredding activities.

A baseline risk assessment was completed in January 1995, and the results were used to develop soil cleanup levels for the site. As part of the site remediation, a permanent engineered cap was required.

In 1996, the Applicant applied for Waste Discharge Requirements (WDR) for the site to remediate metals- and organics- containing soil. WDR Order No. 96-020, for soil remediation activities and groundwater monitoring, authorized on-site fixation and containment of fixated soil, however, all impacted soil was excavated and removed. From 1999 to 2002, soils with constituents above cleanup levels were excavated, and confirmation sampling was completed. Approximately 80,000 cubic yards of soil were excavated and transported off-site for legal disposal. Once an area met established cleanup levels, it was backfilled, graded, and capped with concrete. Based on the change in the remediation program from fixation/burial to excavation/export, a request was made to rescind the WDR because no fixated soil remained at the Project Site.

Based on the analytical results documenting the acceptance criteria at each location, a document titled "Formal Request for Clean Closure Approval and Termination of LARWQCB Order No. 96-020 (File No. 90-47) Monitoring and Reporting Program No. 7656" was submitted to the LARWQCB on June 26, 2003. Following correspondence with the LARWQCB and meetings both on- and off-site, the WDR was rescinded by the LARWQCB on May 7, 2012, and wells associated with the WDR were removed from the current monitoring well-sampling program.

The Applicant is continuing with a modified groundwater monitoring program in order to monitor the free product plume on-site. Since the WDR was rescinded, groundwater monitoring has focused on VOCs and total petroleum hydrocarbons in the gasoline, diesel, and motor oil ranges. The current groundwater monitoring program began in June 2012.

Following the release of diesel fuel in 1988, a program was initiated to delineate and determine the extent of free product. The plume volume was estimated to range between 2,900 and 5,100 gallons of product covering approximately 13,500 square feet. Quarterly progress reports were subsequently prepared documenting the progress of the free product removal results. By 2001 the free product plume had decreased in size and volume to approximately 2,238 gallons covering roughly 7,480 square feet. The difference between the 1995 and 2001 tests indicate that approximately 3,000 gallons of diesel fuel had been recovered. In 2012, the amount of free product remaining was estimated to be approximately 1,419 gallons. The free product recovery system was improved in 2012, and by 2013 the estimated recovery volume was approximately 144 gallons. Remaining recovery efforts utilize passive bailers. The characteristics and quantity of the minimal remaining product removed are recorded on a weekly basis.

Fifteen monitoring wells are gauged and tested biennially for pH, temperature, electrical conductance, dissolved oxygen, oxidation-reduction potential, salinity and turbidity. Water samples from five wells of the fifteen are tested for total petroleum hydrocarbons and VOCs. The most recent report, dated January 31, 2019, showed that total petroleum hydrocarbons diesel range (TPH-d) concentrations are decreasing in four monitoring wells out of five. TPH-d and total petroleum hydrocarbons motor oil range (TPH-m) are fluctuating in concentration over time and near the detection limit in the remaining one monitoring well. The presence of free floating motor oil in the one monitoring well was investigated by HNP and determined to be the result of sabotage. Two VOCs were detected, methyl-t-butyl ether (MTBE) and 1,1-dichloroethene (DCE). MTBE showed a slight increase and remains above the maximum contaminant level (MCL) at one monitoring well. 1,1 DCE concentrations trend remains below the MCL at one monitoring well, except for one slight exceedance in 2017.

The overall VOCs concentrations in groundwater have been found to be decreasing throughout the Project Site and do not appear to have migrated laterally in the 32 years since discovery.

In addition to producing ferrous and nonferrous metal products, the shredding process produces a residue containing nonmetallic constituents such as wood, plastic, rubber, glass and fibers. The residue contains a small amount of residual metal (less than one percent by weight). The residue is transported to and disposed of at a permitted facility. RTO air filtration media and filters are used in the shredder at different stages. The media and filters are periodically replaced with new ones; the used filters/media are managed as hazardous waste. Hazardous waste generated by maintenance and repair activities is properly managed in accordance with state and federal law. The amount of waste generated varies based on the annual production of the facility.

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project would not include any new construction or expand processing capacity of the Approved Project. The Proposed Project would not result in physical changes to the Project Site nor increase the maintenance of facility equipment, including painting, welding of structures or equipment, and repair and servicing of process equipment and vehicles. Therefore, the Proposed Project would not have an impact on routine transport, use, or disposal of hazardous materials. Free product recovery is ongoing under the oversight of the LARWQCB and will continue until levels in the groundwater are acceptable to LARWQCB and Port of Los Angeles. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

In 2007, the Air Pollution Control System (APCS) suction hoods were placed directly on top of the Under Mill Oscillator (UMO) and directly connected to the shredder mill hood. The goal of this design was to capture as much of the exhaust as possible, but this also allowed sparks generated by the shredded metal to ignite the fumes inside the APCS ducting. As a result, an explosion occurred in the shredder in 2007.

This design flaw was corrected by enclosing the shredder structure with siding panels and moving the suction points to the top of the building, 55 FT above the UMO. This improved design allows us to capture all the exhaust generated by the shredder while preventing sparks generated from shredded metal to reach the APCS system. The current APCS is equipped with high speed abort gates and sensors that prevent an explosion from reaching and damaging critical components of the filtration system.

The Proposed Project would not include any new construction nor expand processing capacity of the Approved Project. The Proposed Project would not result in physical changes to the Project Site nor increase the maintenance of facility equipment, including painting, welding of structures or equipment, and repair and servicing of process equipment and vehicles. Therefore, the Proposed Project would not create a significant

hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additionally, the Proposed Project would implement mitigation measure HAZ-1 below from the Certified EIR. A less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. No schools are within a quarter mile of the Project Site. The Certified EIR identified nine schools within a three-mile radius. The nearest school is the George De La Torre Junior Elementary School, over 1.3 miles to the north-northwest. The Proposed Project does not include any new construction, nor does it expand the processing capacity of the Approved Project. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Consistent with the Certified EIR, A less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Project Site is currently undergoing groundwater monitoring and remediation. The Proposed Project would continue with the ongoing free product recovery and groundwater monitoring and reporting actions. Throughput volumes have not increased over time and are consistent with the assumptions contained in the Certified EIR. The Proposed Project would not create a significant impact or any increase in the severity of previously identified effects and would not require the preparation of a subsequent EIR or addendum. No impact would occur.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The Project Site is not in an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the Torrance Municipal Airport/Zamperini Field at 3301 Airport Drive in Torrance, approximately 5.2 miles northwest of the Project Site (LA County 2020a). The Project Site is not in its airport land use plan (LA County 2004). No impact would occur.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that construction of the Approved Project would result in the disruption of emergency response during construction of the railroad spur to the Project Site and provided three mitigation

measures. The railroad spur to the Project Site has been constructed and no additional construction is proposed under the Proposed Project.

California Code of Regulations, title 19, section 2443 requires compliance with the Standardized Emergency Management System (SEMS) to “be documented in the areas of planning, training, exercise, and performance.” The Port of Los Angeles and the City of Los Angeles Emergency Management Division manage emergencies. Compliance with the SEMS has been documented by the Port for managing response to multiagency and multi-jurisdiction emergencies and to facilitate communications and coordination among all levels of the system and among all responding agencies. The Port of Los Angeles also follows the National Incident Management System (NIMS), a comprehensive system that improves local response operations using the Incident Command System (ICS) and the application of standardized procedures and preparedness measures. It promotes development of cross-jurisdictional, statewide, and interstate regional mechanisms for coordinating response and obtaining assistance during a large-scale or complex incident. NIMS incorporates incident management best practices developed and proven by thousands of responders and authorities across America. These practices, coupled with consistency and national standardization, are carried forward throughout all incident management processes, exercises, qualification and certification, communications interoperability, doctrinal changes, training, and publications, public affairs, equipping, evaluating, and incident management.

The Proposed Project would not interfere with the above referenced emergency response plans and does not propose any new construction. The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. The Project Site is in an urban, built-up area that is zoned for heavy industrial. The Project Site is in a fully developed portion of Terminal Island; therefore, there are no wildlands within or adjacent to the Project Site. Furthermore, the project area is not in a Fire Hazard Severity Zone (CAL FIRE 2020). There would be no impact for wildland fire risks due to implementation of the project. No impacts related to wildland fires would occur, and no mitigation is required.

5.9.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the Certified EIR. These mitigation measures have been incorporated into the mitigation and monitoring reporting program (MMRP) for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and underline for new, inserted text.

HAZ-1 Source Control Program: Institute a Source Control Program requiring immediate leak detection, inspection and maintenance of tanks to prevent leaks into soil and eventually groundwater.

~~HAZ-2 Construction Scheduling:~~ Contractor shall construction the railroad track across New Dock Street during the weekend.

~~HAZ-3 Maintain Traffic Lane:~~ Contractor shall maintain open one eastbound and one westbound lane of traffic along New Dock Street and the Hugo Neu Proler access road during construction.

~~HAZ-4 No Parking:~~ Contractor shall post No Parking signs along the access road during construction to prevent truck queuing from blocking access to the project site or adjacent facilities.

Note: Mitigation Measures HAZ-2 through HAZ-4 are related to the construction of the railroad spur to the Project Site. The construction of the railroad spur has already occurred and mitigation measures HAZ-2 through HAZ-4 no longer apply.

5.10 HYDROLOGY AND WATER QUALITY (PREVIOUSLY REFERRED TO AS SOIL AND GROUNDWATER AND HYDROLOGY, WATER QUALITY, AND OCEANOGRAPHY)

5.10.1 Summary of Impacts Identified in the Certified EIR

Hydrology and water quality were evaluated between two chapters in the Certified EIR: Chapter 3.2, *Soil and Groundwater*, and Chapter 3.4, *Hydrology, Water Quality, and Oceanography*.

Soil and Groundwater

The depth of groundwater at the Project Site was found to be between seven to ten feet below ground surface and is not potable. Weathered diesel fuel was identified beneath a gasoline storage and dispensing area and an adjacent warehouse building at the Project Site. This free phase product resulted from a leak in an underground diesel pipeline. A recovery system was installed in March 1991 to initiate recovery of the diesel fuel under the oversight of the LARWQCB. The Certified EIR determined that the potential for significant migration of the diesel fuel and any dissolved constituents by advection was very small.

Groundwater investigations during the preparation of the Certified EIR determined that groundwater on-site was not significantly impacted by operations on the Project Site other than the diesel leak. Although there is a free product plume underneath the site, groundwater monitoring and free product recovery continues to occur. No nonaqueous-phase liquid was observed in the groundwater except in areas of the gasoline underground storage tanks and dispensing island. Minor organics were found in the groundwater, but the concentrations were not considered a threat to the environment and metals were found only in minor concentrations.

The Certified EIR determined that construction activities associated with the Approved Project and site improvements, such as stormwater collection and treatment facilities, pavement of the entire surface, and remediation activities, would be considered minor in scope. The Certified EIR found that implementation of the Approved Project would reduce the potential for impacts to soil and groundwater during facility operation to a level of insignificance, since facility improvements included replacement of underground fuel storage tanks

with aboveground tanks, pavement of the entire facility surface, and implementation of a stormwater collection and treatment system. The continued operation of the Project Site would not impact water supplies.

The operation of the Approved Project also included the ongoing recovery of the diesel free product under oversight of the LARWQCB, which had a positive impact on soil and groundwater quality. An objective of the Approved Project was to remediate soil and groundwater contamination at the Project Site to acceptable regulatory levels.

The Approved Project was found to not result in any unavoidable adverse impacts, and cumulative impacts to soil and groundwater would also be beneficial. No mitigation measures were proposed.

Hydrology, Water Quality, and Oceanography

The Certified EIR states that flooding is a minimal threat to the Approved Project, and the Approved Project would not alter the 100-year floodwater flow. Possible sources of contaminants from the Approved Project included scrap metal falling into the harbor waters during ship loading, runoff from the facility, and dust from storage piles, facility operations, or generated from loading operations. A SWPPP and monitoring program were in effect on-site for the management of stormwater runoff and included a number of pollution prevention measures.

The Certified EIR found that the proposed improvements of the Approved Project would be minor in scope. Measures to comply with the LARWQCB storm water permit for construction activities would prevent erosion from remediation and construction activities. Remediation and construction activities were not expected to significantly alter runoff rates. Construction of the Approved Project could increase levels of contaminants and turbidity and result in release of soil and other contaminants into harbor waters. The SWPPP would reduce impacts of contaminated stormwater runoff from the Project Site and ensure that construction impacts of the Approved Project were less than significant. Additionally, minor maintenance dredging during construction was found to be short term and not significant. The Certified EIR found that the deepening of the water depth at Berths 210 and 211 by two feet would be insignificant.

During operation, the improvements to the stormwater control system on-site as part of the Approved Project would improve on-site drainage and help reduce the area of temporary flooding during storm events. Implementation of the Approved Project was found to eliminate or reduce the potential for contamination during operation of the Approved Project, including complete soil remediation, complete paving of the Project Site, implementation of the SWPPP, and operation of three stormwater retention basins and treatment facility. Impacts related to the operation of the Approved Project were determined to be less than significant.

Additionally, no cumulative impacts to hydrology, water quality, or oceanography of the harbor area would result from the implementation of the Approved Project. No mitigation measures were proposed related to hydrology, water quality, and oceanography.

Tsunamis and Seiches

The potential for tsunamis was evaluated in Chapter 3.1, *Geology*. The Certified EIR found that due to the Project Site's location and elevation (7 to 13 feet above mean sea level), and to the distance between the site

and the tectonic environment required to produce tsunamigenic earthquakes, these types of seismic hazards were determined to be insignificant at the Project Site.

5.10.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows? 				X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?					X

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The remediation of the diesel contamination under the oversight of LARWQCB and discussed in the Certified EIR is an ongoing activity at the Project Site and would continue under the Proposed Project. The Proposed Project would further continue to implement the current SWPPP. The Proposed Project involves a five-year extension of the existing lease and does not include any new construction or uses that would impact water or groundwater quality. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Neither the Proposed Project nor the Project Site draw on groundwater. The Approved Project included a number of site improvements, including the paving of the site, eliminating any possible impact on groundwater. The Proposed Project involves a five-year extension of the existing lease and would not include any new construction or new uses that may impact groundwater supplies or interfere with groundwater recharge. Therefore, the Proposed Project would not decrease groundwater supplies or interfere with groundwater recharge. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in a substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project would not include any new construction or uses on-site that may alter the existing drainage pattern of the site. The Proposed Project would not alter the course of a stream or river. It would continue to implement with the current SWPPP. Therefore, implementation of the Proposed Project would not alter existing drainage pattern of the site nor of the project area. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Flooding and tsunami hazard at the Project Site were determined to be minimal and insignificant. The Proposed Project would not alter the 100-year floodwater flow. The Proposed Project would not include any changes that

would affect flooding and tsunami hazard. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The State Water Resources Control Board along with the Regional Water Quality Control Board are responsible for protecting surface water and groundwater quality in California. The Proposed Project includes a five-year extension of the existing lease on-site (Permit No. 750). The existing remediation activities of the diesel free product under the oversight of RQWCB would continue. The Proposed Project would also comply with the SWPPP for the Project Site. Because the Proposed Project would not include any new construction or uses on-site that could conflict with a water quality control plan or sustainable groundwater management plan, no impact would occur.

5.10.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to hydrology and water quality were outlined in the Certified EIR, and no mitigation measures are required.

5.11 LAND USE AND PLANNING

5.11.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not evaluate the land use and planning topic.

5.11.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Physically divide an established community?					X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?					X

a) Physically divide an established community?

No Impact. The Proposed Project includes a five-year lease extension under Permit No. 750. The Proposed Project does not include any new construction. Therefore, the Approved Project does not and the Proposed Project would not physically divide an established community, and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project Site is zoned qualified heavy industrial (Heavy Industrial with Height District 1 ([QM3-1]) and has a General Plan Land Use designation of General/Bulk Cargo (Non-Hazardous Industrial and Commercial) (Los Angeles 2020). Height District 1 does not provide a height limit for manufacturing designations but restricts floor area ratio (FAR) of 1.5 to 1.

The Port Master Plan guides future development and expansion of the Port of Los Angeles (Los Angeles 2018). The Project Site and the surrounding uses are in Planning Area 3, Terminal Island (Los Angeles 2018). Planning Area 3, the largest planning area, consists of all of Terminal Island with the exception of Fish Harbor and contains six of the Port's nine container terminals. The Port Master Plan designates the Project Site "Mixed Land Use: [B210-B211] Container/Dry Bulk."

The Project Site currently operates as a scrap metal recycling facility. Prior to SA Recycling taking over operations at the Project Site, the Hugo Neu-Proler Company and then Sims Metal Management operated a scrap metal recycling facility at the Project Site since the early 1960s. The Proposed Project includes a five-year lease extension to continue with the scrap metal operation at the Project Site currently operating under Permit no. 750 and analyzed as part of the Certified EIR. The Proposed Project would be consistent with the existing zoning and land use designation on the Project Site. No new construction or expansion of the existing Project Site nor processing capacity is proposed. The Proposed Project would not conflict with any land use plan, policy or regulation for the Project Site. No impact would occur.

5.11.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to land use and planning were outlined in the Certified EIR, and no mitigation measures are required.

5.12 MINERAL RESOURCES

5.12.1 Summary of Impacts Identified in the Certified EIR

The Project Site is on a man-made fill area consisting of dredge sediments from Los Angeles Harbor. The Project Site are not used for oil production, only industrial scrap metal operations.

The Certified EIR did not evaluate the loss of availability of mineral resources.

5.12.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					X

- a) **Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**

No Impact. The Project Site is currently used as a scrap metal recycling facility. Prior to SA Recycling taking over operations, Hugo Neu-Proler Company and then Sims Metal Management operated the scrap metal recycling facility beginning in the early 1960s. The Project Site is not used for mineral extraction. Additionally, the Project Site is not in a mineral resource zone 2 (MRZ-2), which designates areas where significant mineral deposits are present or where it is judged that a high likelihood exists for their presence (Miller 1994; Kohler 2010). The California Department of Conservation's Well Finder map identifies plugged oil and gas wells on the northwestern corner and southwestern corner of the Project Site (DOC 2020b). The Proposed Project would not include new construction or changes to Approved Project operations. Therefore, the Proposed Project would not result in the loss of availability of known mineral resources that would be a value to the region or state. No impact would occur.

- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No Impact. The Project Site is not currently used as a mineral resource recovery site. The City of Los Angeles Conservation Element does not identify it as being within an oil drilling district, state designated oil field, or in an MRZ-2 zone (Los Angeles 2001). The Proposed Project would not include new construction or changes to Approved Project operations. Therefore, the Proposed Project would not result in the loss of availability of locally important mineral resources delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

5.12.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to mineral resources were outlined in the Certified EIR, and no mitigation measures are required.

5.13 NOISE

5.13.1 Summary of Impacts Identified in the Certified EIR

Section 3.7, *Noise*, of the Certified EIR determined that the construction of Approved Project would not produce a noise impact at off-site receptors. Operation of the Approved Project would result in processing noise and ship-loading noise. Processing activities included receiving, sorting, shredding, shearing, and stockpiling scrap metal.

The Certified EIR determined that changes to operation caused by the Approved Project—including the increase in processing from 950,000 to up to 1,300,000 tons per year of scrap metal, reintroducing rail service, and ship loading—would result in a slight increase in noise (about 1.4 dBA) that would not be considered significant because it would be below the 3 dBA threshold. The Approved Project included two project features to reduce operational noise: the construction of a barrier and the application of a damping material on the deflection plate. These features would further reduce maximum noise levels at nearby receptors.

The Approved Project would increase truck and rail cars trips. The Certified EIR determined that the additional truck trips would be insignificant and would result in no increase over existing average noise levels along streets serving the Project Site. The Approved Project's addition of rail cars was further found to represent an insignificant increase in rail traffic past residential areas. No new receptors would be impacted, and receptors currently subject to rail noise would not be able to detect any difference in the level of rail-generated noise. Noise impacts along the existing rail lines were therefore determined to be less than significant. Additionally, the potential impact from vibration caused by the addition of the Approved Project's rail cars was found to be less than significant.

With regard to cumulative impacts, the Certified EIR determined that given the industrialized nature of the Project Site and vicinity, the anticipated cumulative increase would not be significant. No mitigation measures were proposed.

5.13.2 Impacts Associated with the Proposed Project

Would the project result in:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X	
b) Generation of excessive groundborne vibration or groundborne noise levels?				X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					X

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project includes a lease extension. It does not propose any new construction or changes to the approved operations at the Project Site. Therefore, the Proposed Project would not result in any new construction or operational noise sources that could increase ambient noise levels. Furthermore, additional noise dampening features have been added that have reduced noise levels onsite and at the nearest receptors. Noise dampening in the shredder and non-ferrous plant is aided by structural walls and metal siding. Additionally, various transition points in the conveyor belt system are equipped with rubber panels to absorb impacts and dampen noise. Noise impacts have been significantly reduced since the analysis in the Certified EIR. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As in Threshold 5.12(a), the Proposed Project would not include any new construction or operations that could

generate excessive groundborne vibration or noise levels. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Torrance Airport/Zamperini Field is at 3115 Airport Drive in Torrance, approximately 5.2 miles from the Project Site (LA County 2020a). The Project Site is not within its airport land use plan (LA County 2004). No impact would occur.

5.13.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to noise were outlined in the Certified EIR, and no mitigation measures are required.

5.14 POPULATION AND HOUSING

5.14.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR determined that the Approved Project was not expected to result in any marked change in the population of the region or increase the need for or affect area housing. The Project Site is in an area zoned for heavy industry (M3) with no residential housing at the facility or in the vicinity of the facility. The Approved Project would not change the population or housing patterns of the area. The Approved Project would not result in any significant adverse impacts on population and housing, and no mitigation measures were required.

5.14.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Proposed Project would not include any new construction and would not expand processing capacity beyond what was previously approved under the Approved Project. Therefore, the Proposed Project would not generate the need for new employees, which could contribute to population growth in the area. Additionally, since the Proposed Project would not include any construction, it would not extend roads or construct new infrastructure. Therefore, the Proposed Project would not directly or indirectly induce population growth, and consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site is developed with a scrap metal recycling facility, and no homes exist on the Project Site. The Proposed Project would not displace existing persons or housing. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

5.14.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to population and housing were outlined in the Certified EIR, and no mitigation measures are required.

5.15 PUBLIC SERVICES

5.15.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to public services were discussed in Section 3.9, *Public Services*, of the Certified EIR. The City of Los Angeles Fire Department (LAFD) provides fire protection services for the Port of Los Angeles. The Los Angeles Police Department (LAPD) and the Port of Los Angeles Port Police serve the Project Site. The Approved Project would meet fire codes and LAFD requirements. The Approved Project would not increase fire hazard on the Project Site. The Project Site has secured land access consisting of gated entrances and fences and is monitored by a security guard. The Certified EIR stated that the Approved Project would not be expected to impact schools, parks, hospitals, or other government services. No significant impacts were identified, and no mitigation measures were proposed.

5.15.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
Fire protection?				X	
Police protection?				X	
Schools?					X
Parks?					X
Other public facilities?					X

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project does not propose any new construction and would not change or expand the processing capacity of the scrap metal processing facility on-site. Additionally, significant improvements have been made to the onsite fire suppression systems since the completion of the Certified EIR. Therefore, the Proposed Project would not generate an additional fire protection need or a new demand for fire protection facilities, and consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

Police protection?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project does not propose any new construction and would not change nor expand the

processing capacity of the scrap metal processing facility on-site. Therefore, the Proposed Project would not generate an additional police protection need or new demand for police facilities, consistent with the Certified EIR, and a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

Schools?

No Impact. The Proposed Project does not propose any new construction and would not change nor expand the processing capacity of the scrap metal processing facility on-site. Therefore, the Proposed Project would not result in new employees and potentially generate a demand for new school facilities, and no impact would occur.

Parks?

No Impact. The Proposed Project does not propose any new construction and would not change or expand the processing capacity of the scrap metal processing facility on-site. Therefore, the Proposed Project would not result in new employees and potentially generate a new demand on parks, and no impact would occur.

Other public facilities?

No Impact. Similar to the discussion above, the Proposed Project would not include new construction or any changes or expansion to the scrap metal recycling facility on-site. Therefore, the Proposed Project would not generate a new demand on other public services, including but not limited to libraries and hospitals.

5.15.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to public services were outlined in the Certified EIR, and no mitigation measures are required.

5.16 RECREATION

5.16.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to recreation were discussed in Section 3.12, *Recreation*, of the Certified EIR. There are no recreational facilities near the Project Site because the area is primarily devoted to industrial uses, including commercial shipping; liquid, dry bulk, and general cargo handling; heavy industrial uses; and institutional commercial activities. The Certified EIR determined that the operation and maintenance of the Approved Project would not have any direct effect on recreational uses within the Port. The Approved Project would not affect recreational boating use within the harbor. No mitigation measures were proposed.

5.16.2 Impacts Associated with the Proposed Project

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. No parks exist on Terminal Island (CHD 2013). Wilmington Waterfront Park is the closest park to the Project Site and is approximately 1.2 miles northwest of the Project Site. On Terminal Island, the closest open space is Reeves Field, about 0.4 mile south of the Project Site (CHD 2013). The Proposed Project would not result in any new construction nor expand existing uses on-site. The Proposed Project would not generate new employees that could use area parks and vessel trips to and from the Project Site. Therefore, the Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Proposed Project involves a five-year lease extension for an existing scrap metal recycling facility, and it does not include recreational facilities. The Proposed Project Site would not include new construction nor expand operations at the Project Site to generate new employees. Therefore, the Proposed Project would not generate the need for the construction or expansion of recreational facilities. Therefore, no impact would occur.

5.16.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to recreation were outlined in the Certified EIR, and no mitigation measures are required.

5.17 TRANSPORTATION (PREVIOUSLY REFERRED TO AS TRANSPORTATION AND CIRCULATION)

5.17.1 Summary of Impacts Identified in the Certified EIR

Section 3.6, *Transportation and Circulation*, of the Certified EIR determined that the Approved Project would generate a total of 954 average daily trips, 162 AM peak hour trips, and 16 PM peak hour trips. The Certified EIR determined that the Approved Project would not result in significant impacts to roadway links in the study area.

The Certified EIR determined that the Approved Project would not have any impact on site access. The Certified EIR determined that there was no long-term on-site parking demand for trucks, and there would not be any significant impacts to on-site traffic circulation. Additionally, the Approved Project was found to add fewer than 50 trips during the peak hours and was therefore found to be consistent with the Los Angeles County Congestion Management Program (CMP) and with regional plans.

The Approved Project was found to generate an additional demand for rail-car movements on the tracks that provide access to Terminal Island. The Approved Project would generate a demand for 13 rail car movements on an average day. This rail activity was found to have a less than significant impact on rail operations, since the addition of 14 to 26 cars per day would be negligible compared to the level of rail activity on tracks serving the Port area and the capacity of the railroad system. With regard to railroad/roadway at-grade crossings, a typical scenario would result in a traffic blockage duration increase of approximately seven seconds at each rail crossing. Since seven seconds of blockage would not likely create an unacceptable increase in delay or queuing, the Approved Project was found to not have a significant rail impact.

Additionally, the Approved Project's new at-grade crossing at the proposed rail spur to the Project Site would cross New Dock Street. The Certified EIR determined that the construction of the rail spur would disrupt access to the Project Site, and provided three mitigation measures. The Certified EIR determined that the operation of this crossing would result in traffic impacts with the switching movement to transport rail cars in/out of the site; however, such impacts would be less than significant. The Certified EIR determined that the additional rail cars associated with the Approved Project would not result in increased frequency of accidents.

With regards to marine vessel operations, it was determined that the Approved Project would result in 14 additional ship calls per year, for a total of 41 total ships per year. The addition of 14 annual ships was found to be negligible and would not result in any significant impact to marine traffic or safety.

5.17.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?					X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
d) Result in inadequate emergency access?				X	

- a) **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that the Approved Project was consistent with local and regional plans. The Proposed Project would not include any changes to the operation at the Project Site. It would not generate new vehicle, marine vessel, or rail trips since it would not expand or alter operations at the Project Site beyond what was previously evaluated and approved under the Certified EIR. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) **Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?**

No Impact. The Proposed Project includes a lease extension for the existing use of the Project Site. No expanded operations or new construction is proposed that could lead to additional vehicle trips. Current volumes do not exceed those discussed in the Certified EIR. Therefore, no impact would occur.

- c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site currently operates as a scrap metal recycling facility, and the Proposed Project would extend the lease on-site for an additional five years. The Proposed Project does not include any new construction or

changes to the operation of the scrap metal recycling facility. The Certified EIR determined that the Approved Project would not generate safety concerns related to increased marine vessel activity nor result in increased accident frequency due to the at-grade crossing. Since the Proposed Project would not include any physical changes to the Approved Project, the Proposed Project would not have the potential to result in new hazards due to geometric design features or incompatible uses. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

d) Result in inadequate emergency access?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that construction of the railroad spur to the Project Site would disrupt access to the Project Site during construction. The Certified EIR determined that the operation of the Approved Project would have adequate site access and would not result in significant transportation impacts relating to vehicles, rail, and marine vessels. Since the Proposed Project would not include any new or expanded operations at the Project Site and does not propose any new construction that could change existing emergency access, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

5.17.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the Certified EIR. These mitigation measures have been incorporated into the mitigation and monitoring reporting program (MMRP) for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and underline for new, inserted text.

T-1 Construction Scheduling: Contractor shall construct the railroad track across New Dock Street during the weekend.

T-2 Maintain Traffic Lane: Contractor shall maintain open one eastbound and one westbound lane of traffic along New Dock Street and the Hugo Neu Proler access road during construction.

T-3 No Parking: Contractor shall post No Parking signs along the access road during construction to prevent truck queuing from blocking access to the project site or adjacent facilities.

Note: These mitigation measures are the same as HAZ-2 through HAZ-4 above. Similarly, Mitigation Measures T-1 through T-3 are related to the construction of the railroad spur to the Project Site. The construction of the railroad spur has already occurred, and mitigation measures T-1 through T-3 no longer apply.

5.18 TRIBAL CULTURAL RESOURCES

5.18.1 Summary of Impacts Identified in the Certified EIR

Tribal cultural resources were not evaluated in the Certified EIR.

5.18.2 Impacts Associated with the Proposed Project

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or					X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.					X

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. The Project Site is not listed on the California Register of Historical Resources (OHP 2020). Similar to the discussion for Threshold 5.5(b) regarding archeological resources, the Project Site is underlain by artificial fill from the early 1900s, and therefore the presence of tribal cultural resources on-site is unlikely. Additionally, the Proposed Project does not include any construction or demolition activities that may affect tribal cultural resources. Therefore, the Proposed Project would not have the potential to affect tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources. No impact would occur.

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. The Proposed Project is not subject to Senate Bill 18 nor Assembly Bill 52 (AB 52). AB 52 applies when a project has a notice of preparation or a notice of negative declaration or mitigated negative declaration. Therefore, the preparation of an addendum does not require AB 52 noticing. Nevertheless, the Port of Los Angeles sent formal consultation requests (dated November 21, 2019) to five California Native American tribes. No responses were received.

Senate Bill 18 (SB 18) requires tribal consultation when a new General Plan or Specific Plan is proposed or an amendment to a General Plan or Specific Plan is proposed. Since the Proposed Project does not include a general plan or specific plan amendment, the Proposed Project is not subject to SB 18. No significant new impact or substantial increase in the severity of a previously described impact would occur.

5.18.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to tribal cultural resources were identified in the Certified EIR, and no mitigation measures are required.

5.19 UTILITIES AND SERVICE SYSTEMS (PREVIOUSLY REFERRED TO AS UTILITIES AND WASTE MANAGEMENT)

5.19.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to utilities were evaluated in Section 3.11, *Utilities and Waste Management*, of the Certified EIR. The Project Site is served by the Los Angeles Department of Water and Power (LADWP). Construction activities were not expected to cause an increase in water use. Most of the scrap metal recycling facility's operational water use was related to dust suppression. With the proposed increase in scrap handling capacity under the Approved Project, additional water would be required for dust suppression and other purposes. The Approved Project's increase in water demand of approximately 9,000 gallons per day was considered an insignificant impact.

The Terminal Island Treatment Plant treats wastewater from the Project Site. The Certified EIR determined that the Approved Project's increase in sewage discharge would be small and not considered significant.

The Los Angeles County Flood Control District operates and maintains the major storm drainage systems in the area around the Project Site. The Port of Los Angeles constructs and maintains its own systems. The Approved Project's storm drainage systems would result in an overall improvement in storm drainage; therefore, the Certified EIR determined that the project impacts on storm drainage would be insignificant.

Solid waste generated during the operation of the facility was found to not significantly change from the existing operation at the time. The metal recycling residue from the scrap metal processing use on-site, disposed in landfill as nonhazardous waste, would increase from 17,000 tons to approximately 25,000 tons per year. Soil remediation on-site generated off-site disposal of up to 65,000 tons of contaminated soil. Landfilling of this soil was not expected to significantly decrease the life of landfills permitted for this material. Operation of the Approved Project had an overall positive benefit for landfill operations and capacity by diverting and recycling large volumes of metals that would otherwise go to landfills. No significant adverse impacts related to solid waste were expected from the Approved Project.

The Approved Project would not require any additional telephone or radio communication services. No impacts on services to other users were expected.

Electric power and natural gas were evaluated in Chapter 3.10, *Energy*, of the Certified EIR. The Project Site received electricity from LADWP and natural gas from the Southern California Gas Company (SCG). The Approved Project's increased throughput and installation of new equipment would increase the electrical demand. This increase would be very small compared to LADWP's total power system demand and would not result in a shortfall in electricity-generating capacity. The Approved Project was found to not result in a significant impact to electrical utilities. The Approved Project was further found to required negligible amounts of natural gas beyond its demand at the time. The increase in natural gas use would not have any significant impact on SCG's supply or capacity.

The Certified EIR determined that the Approved Project would not result in any significant adverse impacts to utilities and waste management and energy. No mitigation measures were required.

With regard to cumulative impacts, the Certified EIR determined that the Approved Project would not be considered significant and was not expected to exceed the capacity of utility systems. The related projects and the Approved Project would create additional demand on electricity and natural gas; however, impacts would not be significant because the increase in demand would not exceed the supply or capacity.

5.19.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?					X

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Proposed Project would not include any new construction or expansion beyond the Approved Project. Therefore, the Proposed Project would not generate a new demand for water, wastewater, stormwater drainage, electricity, natural gas, or telecommunications. The Proposed Project would not require or result in the relocation or construction of new or expanded utilities. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Certified EIR determined that the Approved Project would result in a less than significant impact to water supplies. The Proposed Project would not generate a new demand for water. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Certified EIR determined that the Approved Project would result in a less than significant impact to wastewater generation and processing. The Proposed Project would not increase wastewater production because it does not propose any new construction or expansion of the Approved Project. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Proposed Project would not include any new construction or expansion of processing capacity beyond the Approved Project. Therefore, the Proposed Project would not generate an increase in solid waste or impair the attainment of solid waste reduction goals. Consistent with the Certified EIR, a less than significant impact would occur. No changes or new information would require preparation of a subsequent EIR.

- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. As described under Threshold 5.18(d), the Proposed Project would not generate solid waste beyond what was analyzed in the Certified EIR since it does not propose new construction nor expansion of

the scrap metal recycling facility. The Approved Project and Proposed Project include the operation of a scrap metal recycling facility, which supports local, state, and federal recycling efforts. The Proposed Project is required to comply with all applicable local, state, and federal solid waste regulations. No impact would occur.

5.19.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to utilities and service systems are necessary, and no mitigation measures are required.

5.20 WILDFIRE

5.20.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not evaluate wildfire impacts.

5.20.2 Impacts Associated with the Proposed Project

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?					X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?					X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?					X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?					X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is not in a State Responsibility Area (SRA) nor a Very High Fire Hazard Severity Zone (CAL FIRE 2011, 2020). The closest Very High Fire Hazard Severity Zone is in Rancho Palos Verdes, approximately four miles west of the Project Site. The Project Site is in an industrial area on Terminal Island in the Port of Los Angeles. The Proposed Project does not include any new construction nor expansion of existing uses on-site. Therefore, no impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project Site is in an industrial area on Terminal Island in the Port of Los Angeles. There are no wildland areas in the vicinity of the Project Site. The Project Site is not in an SRA or a Very High Fire Hazard Severity Zone (CAL FIRE 2011, 2020). The closest Very High Fire Hazard Severity Zone is in Rancho Palos Verdes, approximately four miles west of the Project Site. The Proposed Project would not exacerbate wildfire risk. No impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project Site is not in an SRA or a Very High Fire Hazard Severity Zone (CAL FIRE 2011, 2020). The Proposed Project does not include any new construction. Therefore, no impact would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is flat and developed. It is not in an SRA or a Very High Fire Hazard Severity Zone (CAL FIRE 2011, 2020). The Proposed Project would not expose people or structures to significant risks as a result of runoff, postfire slope instability, or drainage changes. No impact would occur.

5.20.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to wildfire are necessary.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X	

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site does not contain any significant biological resources. As demonstrated in this Addendum, the Proposed Project would not result in new significant impacts to biological or cultural resources, nor would it substantially increase the severity of impacts evaluated and determined in the Certified EIR. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the Certified EIR is the appropriate document type for the Proposed Project.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project includes a five-year lease extension. It does not include any new construction or new or expanded operations at the Project Site. Therefore, the Proposed Project would not result in any new, cumulatively considerable impacts nor increase the severity of the cumulative effects previously disclosed in the Certified EIR. As demonstrated in this Addendum, the Proposed Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in the Certified EIR. Since certification of the EIR, the SoCAB is now designated as being in extreme nonattainment for the 8-hour NAAQS standard for Ozone. However, as discussed Section 5.3, *Air Quality*, SA Recycling has continued to improve the air pollution control systems at the facility to reduce emissions associated with operation. For instance, VOCs, a precursor for Ozone has been reduced by approximately 440 pounds per day. In addition, the facility has been considered in SCAQMD’s AQMP’s since 1996, including the current 2016 AQMP, which identifies how the SoCAB region will achieve attainment for all of the NAAQS standards. As a result, the Proposed Project is not expected affect the region’s ability to achieve attainment for Ozone and no new significant impacts are anticipated. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the Certified EIR is the appropriate document type for the Proposed Project.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As demonstrated in this Addendum, the Proposed Project would not result in new significant impacts, nor would it increase the severity of impacts evaluated and determined in the Certified EIR. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the Certified EIR is the appropriate document type for the Proposed Project.

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Appendix A Air Quality and Greenhouse Gas Modeling

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1. Criteria Air Pollutant and GHG Emissions Worksheets

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Regional Operation Emissions Worksheet: Approved and Proposed Project*

*CalEEMod, Version 2016.3.2

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Employee Mobile	1.1598	1.0859	16.0082	0.0382	3.8822	1.0459
Delivery Truck Mobile	18.683	452.4859	65.8182	1.3259	34.3535	11.5721
Total	19.8428	453.5718	81.8264	1.3641	38.2357	12.618

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Employee Mobile	1.1848	1.2009	14.9314	0.0363	3.8822	1.0459
Delivery Truck Mobile	18.6682	469.2498	66.5829	1.3252	34.3544	11.573
Total	19.853	470.4507	81.5143	1.3615	38.2366	12.6189

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Employee Mobile	1.18	1.20	16.01	0.04	3.88	1.05
Delivery Truck Mobile	18.68	469.25	66.58	1.33	34.35	11.57
Total	19.85	470.45	81.83	1.36	38.24	12.62
Regional Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	No	Yes	No	No	No	No

GHG Emissions Inventory: Approved and Proposed Project

Source	Buildout MTCO2e/Year	Percent of Project Total
Employee Mobile	526	3%
Delivery Truck Mobile	19,837	97%
Total All Sectors	20,363	100%

2. Criteria Air Pollutant and GHG Modeling Inputs and Assumptions

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CalEEMod Project Characteristics Inputs: Approved and Proposed Project

Name: SA Recycling Lease Extension

Project Location:

County/Air Basin: Los Angeles (South Coast)

Climate Zone: 11

Land Use Setting: Urban

Operational Year: 2020

Utility Company: LADWP

Air Basin: South Coast Air Basin

Air District: South Coast AQMD

Total Project Site Area: 1.00 acres

Land Use	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet
	Industrial	General Light Industrial	10.000	1000 sqft	1.00	10,000

Trip Generation

Employee Trips

Number of Employees: 164 employees

Trips per Employee: 2 trips/employee

Average Daily Employee Trips: 328 average daily trips (ADT)

Delivery Truck Trips

Total Loads Per Day: 300 truck loads

	Loads Per Month	Loads Per Year	Workdays Per Year (6	
			days/wk)	Average Daily Loads
Mexico Loads	3,000	36,000	312	116

	Average Daily Loads	Average Daily Trips	Average Trip Distance	Daily VMT	Workdays Per Year (6	
					days/wk)	Total Annual VMT
Local Loads	184	368	40	14,720	312	4,592,640
Mexico Loads	116	232	90	20,880	312	6,514,560
Total	300	600	NA	35,600	NA	11,107,200

	Total Daily Trips			
	Weekday	Saturday	Sunday	Fleet Mix
Light Duty Auto	328	328	0	35.34%
Delivery Trucks	600	600	0	64.66%
	928	928	0	100%

	Trip Rate per 1,000 sqft			
	Weekday	Saturday	Sunday	
Light Duty Auto	32.8000	32.8000	0	
Delivery Trucks	60.0000	60.0000	0	

	Trips	EMFAC Vehicle Category ¹	Average VMT/Trip ²	Miles/day
Light Duty Auto	328	LDA, LDT1, LDT2, & MDV	CalEEMod Default	Default
Delivery Trucks	600	T7 POLA	59.3333	35,600
		Total VMT		35,600

¹ LDA=Light Duty Auto; LDT1=Light-Duty Trucks (GVWR <6000 lbs. and ETW <= 3750 lbs); LDT2=Light-Duty Trucks (GVWR <6000 lbs. and ETW 3751-5750 lbs); MDV=Medium Duty Vehicle; T7 POLA=Heavy-Heavy Duty Diesel Drayage Truck near South Coast

² Based on information provided by SA Recycling

Changes to the CalEEMod Defaults - Year 2020 Main/Passenger Vehicles

Legend

	Light Duty/Passenger Vehicles
	Medium Heavy-Duty Trucks
	Heavy-Heavy Duty Trucks

Commercial Default	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
FleetMix (Model Default)	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907	100%
Trips	386	32	142	86	12	4	14	21	2	2	4	0	1	704
Percent	92%				5%			3%						100%
Proportion Assumed Mix	0.593795	0.049259	0.218426	0.133094	0.343186	0.125798	0.399207	1.000000	0.050360	0.048729	0.005426	0.013984	0.018735	
	28.98%				0.00%			71.02%						100.00%
adjusted with Assumed Trips	0.172066	0.014274	0.063294	0.038567	0	0	0	0	0	0	0.001572	0	0	29%
	121	10	45	27	0	0	0	0	0	0	1	0	0	204
	17%	1%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	29%
Modified	0.593795	0.049259	0.218426	0.133094	0	0	0	0	0	0	0.005426	0	0	100.0%

Changes to the CalEEMod Defaults - Year 2020 Delivery Trucks

													<u>Legend</u>
													Light Duty/Passenger Vehicles
													Medium Heavy-Duty Trucks
													Heavy-Heavy Duty Trucks
Commercial	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Default	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
FleetMix (Model Default)	92%				3%			3%					100% 98%
Percent													
Proportion	0.593795	1.428971	6.336447	3.860993	0.522502	0.191528	0.607793	1.000000	0.076674	0.074189	0.005426	0.021291	0.028525
Assumed Mix	28.98%				0.00%			71.02%					100.00%
adjusted with Assumed	0	0	0	0	0	0	0	0.710227	0	0	0	0	71%
Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	71%	0%	0%	0%	0%	71%
Modified	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	100.0%

EMFAC2017 Derived CalEEMod Annual Emission Rates: Year 2020^{1,2}

Season	Pollutant	LDA	LDT1	LDT2	MDV	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	MCY	SBUS	MH
Annual	CH4_IDLEX	0	0	0	0	0.0061107	0.004380481	0.004496953	0.026957934	0.0090435	0	0	0.0656648	0
Annual	CH4_RUNEX	0.0040136	0.0102229	0.0063277	0.0092304	0.0072756	0.005049836	0.009471698	0.083382427	0.0121223	6.2198061	0.383298	0.0079701	0.0034336
Annual	CH4_STREX	0.0585234	0.0855323	0.0789954	0.0967437	0.0194091	0.013746514	0.013618844	5.41159E-07	0.0230646	0.0108995	0.2371012	0.0061513	0
Annual	CO_IDLEX	0	0	0	0	0.1970035	0.159214191	0.396926211	5.64419367	0.6053788	0	0	2.6757115	0
Annual	CO_RUNEX	0.8609716	1.8378331	1.2347636	1.6347101	0.8514493	0.572981809	0.867904437	0.783861347	1.2384771	42.743129	19.743985	0.6745089	0.3081721
Annual	CO_STREX	2.2315619	2.4463171	2.8612765	3.4823836	1.2733892	0.892953023	1.62829758	0.011240873	2.536935	0.712484	8.4678701	0.8622488	0
Annual	CO2_NBIO_IDLEX	0	0	0	0	8.9621693	13.42256787	70.04306991	1146.115029	98.402819	0	0	354.14429	0
Annual	CO2_NBIO_RUNEX	286.75517	336.32044	367.52793	449.17396	695.35216	698.0155001	1130.501219	1557.295076	1457.5284	1985.0977	223.45396	1133.3376	992.05348
Annual	CO2_NBIO_STREX	56.45708	67.00745	73.708373	89.666497	13.432058	10.60905275	12.85945337	0.113824148	19.876029	8.7420597	60.302861	5.2190888	0
Annual	NOX_IDLEX	0	0	0	0	0.0535158	0.089881596	0.622773207	6.44621692	0.7100767	0	0	3.3578551	0
Annual	NOX_RUNEX	0.0536903	0.1598831	0.1143513	0.1589705	0.8103323	1.080993031	2.735571228	4.61891891	2.5110401	1.2050294	1.1337571	5.2289105	3.8510536
Annual	NOX_STREX ³	0.2095214	0.3044993	0.3450027	0.423254	0.3778929	0.269076809	0.998385698	1.755021511	0.6200788	0.0834593	0.2631913	0.7970624	0
Annual	PM10_IDLEX	0	0	0	0	0.0006753	0.001174191	0.002234335	0.013058929	0.00336	0	0	0.0048914	0
Annual	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.061041559	0.13034	0.0726803	0.01176	0.7448002	0.13034
Annual	PM10_PMTW	0.008	0.008	0.008	0.008	0.0095182	0.010396907	0.012000003	0.035579073	0.012	0.0318756	0.004	0.0107491	0.016
Annual	PM10_RUNEX	0.002047	0.003245	0.002138	0.0023869	0.0069407	0.010687595	0.074904569	0.060283049	0.0532838	0.0036952	0.0023146	0.031878	0.091837
Annual	PM10_STREX	0.0020733	0.0030811	0.0020991	0.0023461	0.0003336	0.000191487	0.000154926	2.8198E-06	0.000199	3.639E-05	0.0034455	4.535E-05	0
Annual	PM25_IDLEX	0	0	0	0	0.0006461	0.001123396	0.002137678	0.012494005	0.0032147	0	0	0.0046798	0
Annual	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.026160668	0.05586	0.0311487	0.00504	0.3192001	0.05586
Annual	PM25_PMTW	0.002	0.002	0.002	0.002	0.0023796	0.002599227	0.003000001	0.008894768	0.003	0.0079689	0.001	0.0026873	0.004
Annual	PM25_RUNEX	0.0018863	0.0029867	0.0019677	0.0022023	0.0066075	0.010205891	0.071657144	0.057675185	0.0509641	0.0035328	0.0021659	0.0304862	0.0878642
Annual	PM25_STREX	0.0019065	0.0028333	0.0019301	0.0021597	0.0003072	0.000176065	0.000142449	2.61362E-06	0.0001831	3.346E-05	0.0032508	4.17E-05	0
Annual	ROG_DIURN	0.0619524	0.1539653	0.0810719	0.0931978	0.0029778	0.001903454	0.000809021	1.05845E-05	0.0018642	0.0006134	1.0983263	0.0009329	0
Annual	ROG_HTSK	0.1156846	0.2378027	0.140076	0.157956	0.0936034	0.064296603	0.030908904	0.000445431	0.0220091	0.007631	0.691877	0.0079894	0
Annual	ROG_IDLEX	0	0	0	0	0.0241018	0.019469199	0.024903039	0.462580586	0.0681472	0	0	0.3082361	0
Annual	ROG_RESTL	0.057173	0.126114	0.080261	0.096081	0.0017697	0.001133223	0.000498743	7.40247E-06	0.0009319	0.00045	0.6818764	0.0004738	0
Annual	ROG_RUNEX	0.0164765	0.0462388	0.0268219	0.0450318	0.0581221	0.058130969	0.148631725	0.153864977	0.1448009	0.1558745	2.6470837	0.1040379	0.0739241
Annual	ROG_RUNLS	0.2308451	0.8246625	0.4447163	0.4719953	0.6420858	0.437830389	0.167592509	0.002280475	0.2609155	0.0470188	2.1632509	0.0571704	0
Annual	ROG_STREX	0.2724539	0.4418226	0.3785311	0.4927663	0.0970246	0.068393935	0.074460859	2.857E-06	0.1224183	0.0472472	1.8360739	0.0355215	0
Annual	SO2_IDLEX	0	0	0	0	8.726E-05	0.000128927	0.000665678	0.0106642	0.000936	0	0	0.0033776	0
Annual	SO2_RUNEX	0.0028369	0.0033281	0.0036361	0.0044414	0.0068007	0.006767096	0.010810364	0.014252527	0.0141098	0.0014781	0.0022113	0.0108317	0.0093785
Annual	SO2_STREX	0.0005587	0.0006631	0.0007294	0.0008873	0.0001329	0.000104985	0.000127255	1.12638E-06	0.0001967	8.651E-05	0.0005967	5.165E-05	0
Annual	TOG_DIURN	0.0619524	0.1539653	0.0810719	0.0931978	0.0029778	0.001903454	0.000809021	1.05845E-05	0.0018642	0.0006134	1.0983263	0.0009329	0
Annual	TOG_HTSK	0.1156846	0.2378027	0.140076	0.157956	0.0936034	0.064296603	0.030908904	0.000445431	0.0220091	0.007631	0.691877	0.0079894	0
Annual	TOG_IDLEX	0	0	0	0	0.0343104	0.026967338	0.033422445	0.532125018	0.0862825	0	0	0.4421652	0
Annual	TOG_RESTL	0.057173	0.126114	0.080261	0.096081	0.0017697	0.001133223	0.000498743	7.40247E-06	0.0009319	0.00045	0.6818764	0.0004738	0
Annual	TOG_RUNEX	0.0239506	0.067359	0.0390566	0.0620791	0.0752026	0.070560296	0.174487523	0.252126325	0.1755249	6.424139	3.2685613	0.1249119	0.0841576
Annual	TOG_RUNLS	0.2308451	0.8246625	0.4447163	0.4719953	0.6420858	0.437830389	0.167592509	0.002280475	0.2609155	0.0470188	2.1632509	0.0571704	0
Annual	TOG_STREX	0.2982995	0.4837354	0.414442	0.5394354	0.1062121	0.07488275	0.081525268	3.12806E-06					

Summer	CO_RUNEX	0.942954	1.9889565	1.3461486	1.7502113	0.8654659	0.580029951	0.877261414	0.784582127	1.2564612	42.74362	18.944965	0.6842365	0.3081721
Summer	CO_STREX	1.9025438	2.0775737	2.437517	2.9688759	1.2166054	0.853178121	1.546571358	0.010676891	2.3993846	0.6271297	7.7295271	0.7035641	0
Summer	CO2_NBIO_IDLEX	0	0	0	0	8.9621693	13.42256787	71.6641988	1147.089702	99.60592	0	0	363.0037	0
Summer	CO2_NBIO_RUNEX	299.35288	349.17412	380.44271	462.7683	695.37767	698.0280099	1130.517778	1557.296285	1457.5602	1985.0986	221.93776	1133.355	992.05348
Summer	CO2_NBIO_STREX	55.836787	66.25641	72.89916	88.67189	13.33002	10.53759657	12.72009555	0.112929817	19.641499	8.5950303	58.431353	4.9546515	0
Summer	NOX_IDLEX	0	0	0	0	0.0535158	0.089881596	0.632329564	6.312287403	0.7156144	0	0	3.4358631	0
Summer	NOX_RUNEX	0.0471865	0.1395881	0.1001953	0.1392736	0.7581272	1.018372359	2.576398983	4.371148591	2.3562847	1.2026542	0.9902538	4.9331883	3.63764
Summer	NOX_STREX ³	0.1939913	0.2820081	0.3194518	0.3919492	0.3620631	0.257810129	0.993058968	1.75493382	0.6094974	0.0798132	0.249366	0.7937447	0
Summer	PM10_IDLEX	0	0	0	0	0.0006753	0.001174191	0.001885816	0.012252105	0.0028372	0	0	0.0041305	0
Summer	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.061041559	0.13034	0.0726803	0.01176	0.7448002	0.13034
Summer	PM10_PMTW	0.008	0.008	0.008	0.008	0.0095182	0.010396907	0.012000003	0.035579073	0.012	0.0318756	0.004	0.0107491	0.016
Summer	PM10_RUNEX	0.002047	0.003245	0.002138	0.0023869	0.0069407	0.010687595	0.074904569	0.060283049	0.0532838	0.0036952	0.0023146	0.031878	0.091837
Summer	PM10_STREX	0.0020733	0.0030811	0.0020991	0.0023461	0.0003336	0.000191487	0.000154926	2.8198E-06	0.000199	3.639E-05	0.0034455	4.535E-05	0
Summer	PM25_IDLEX	0	0	0	0	0.0006461	0.001123396	0.001804236	0.011722085	0.0027145	0	0	0.0039518	0
Summer	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.026160668	0.05586	0.0311487	0.00504	0.3192001	0.05586
Summer	PM25_PMTW	0.002	0.002	0.002	0.002	0.0023796	0.002599227	0.003000001	0.008894768	0.003	0.0079689	0.001	0.0026873	0.004
Summer	PM25_RUNEX	0.0018863	0.0029867	0.0019677	0.0022023	0.0066075	0.010205891	0.071657144	0.057675185	0.0509641	0.0035328	0.0021659	0.0304862	0.0878642
Summer	PM25_STREX	0.0019065	0.0028333	0.0019301	0.0021597	0.0003072	0.000176065	0.000142449	2.61362E-06	0.0001831	3.346E-05	0.0032508	4.17E-05	0
Summer	ROG_DIURN	0.0953444	0.2369288	0.1247601	0.1434717	0.0043916	0.002805009	0.001206888	1.66712E-05	0.00269	0.0008898	1.745976	0.0013452	0
Summer	ROG_HTSK	0.1195759	0.2479078	0.1448012	0.1626543	0.0959215	0.066336853	0.031935569	0.000452343	0.0225083	0.0078714	0.7470017	0.0081038	0
Summer	ROG_IDLEX	0	0	0	0	0.0241018	0.019469199	0.023717212	0.478944965	0.067697	0	0	0.3078087	0
Summer	ROG_RESTL	0.0797138	0.1770017	0.1113125	0.1333621	0.0024685	0.001579756	0.000710135	1.13886E-05	0.0013038	0.0006206	1.0947567	0.0006591	0
Summer	ROG_RUNEX	0.0174387	0.0486604	0.0283385	0.0464091	0.058868	0.058441244	0.149032253	0.15387963	0.1455585	0.1559029	2.5769202	0.1044981	0.0739241
Summer	ROG_RUNLS	0.2178194	0.7619195	0.4131507	0.4403536	0.6214572	0.422854988	0.161619417	0.002254628	0.2541014	0.0427012	2.031064	0.0512502	0
Summer	ROG_STREX	0.2430254	0.3922006	0.3375591	0.4389275	0.0934388	0.065888411	0.071536582	2.7448E-06	0.1175011	0.0437507	1.6250491	0.0316753	0
Summer	SO2_IDLEX	0	0	0	0	8.726E-05	0.000128927	0.000681162	0.010672051	0.0009473	0	0	0.0034613	0
Summer	SO2_RUNEX	0.0029615	0.0034553	0.0037639	0.004576	0.006801	0.00676722	0.010810527	0.014252539	0.0141101	0.0014781	0.0021963	0.0108319	0.0093785
Summer	SO2_STREX	0.0005526	0.0006557	0.0007214	0.0008775	0.0001319	0.000104278	0.000125876	1.11753E-06	0.0001944	8.505E-05	0.0005782	4.903E-05	0
Summer	TOG_DIURN	0.0953444	0.2369288	0.1247601	0.1434717	0.0043916	0.002805009	0.001206888	1.66712E-05	0.00269	0.0008898	1.745976	0.0013452	0
Summer	TOG_HTSK	0.1195759	0.2479078	0.1448012	0.1626543	0.0959215	0.066336853	0.031935569	0.000452343	0.0225083	0.0078714	0.7470017	0.0081038	0
Summer	TOG_IDLEX	0	0	0	0	0.0343104	0.026967338	0.031768156	0.550846128	0.08577	0	0	0.4416786	0
Summer	TOG_RESTL	0.0797138	0.1770017	0.1113125	0.1333621	0.0024685	0.001579756	0.000710135	1.13886E-05	0.0013038	0.0006206	1.0947567	0.0006591	0
Summer	TOG_RUNEX	0.0253544	0.0708928	0.0412697	0.0642849	0.076316	0.071013049	0.175071972	0.252148601	0.1766358	6.4241804	3.1846151	0.1255835	0.0841576
Summer	TOG_RUNLS	0.2178194	0.7619195	0.4131507	0.4403536	0.6214572	0.422854988	0.161619417	0.002254628	0.2541014	0.0427012	2.031064	0.0512502	0
Summer	TOG_STREX	0.2660797	0.4294066	0.3695832	0.4805001	0.1022872	0.072139517	0.078323553	3.00521E-06	0.128639	0.0479015	1.7684096	0.0346805	0

Winter	CH4_IDLEX	0	0	0	0	0.0061081	0.004378579	0.004842587	0.020419006	0.0090689	0	0	0	0.0656817	0
Winter	CH4_RUNEX	0.0039296	0.010035	0.0062016	0.0090788	0.0072362	0.005032015	0.009446957	0.006941381	0.0120776	6.2198037	0.3850485	0.0079428	0.0034336	
Winter	CH4_STREX	0.0598619	0.0875995	0.0808168	0.09899	0.0195529	0.013848049	0.013715046	5.46514E-07	0.0232793	0.0110727	0.2425477	0.0063035	0	
Winter	CO_IDLEX	0	0	0	0	0.1970035	0.159214191	0.509805745	5.778100962	0.6586724	0	0	0	2.7324521	0
Winter	CO_RUNEX	0.8308537	1.781604	1.1937065	1.5892081	0.8475862	0.571081502	0.86522268	0.604268269	1.2333058	42.743006	19.903262	0.6715229	0.3081721	
Winter	CO_STREX	2.3078684	2.5317599	2.9601659	3.602144	1.2835636	0.900172719	1.644415873	0.011352817	2.565479	0.7294941	8.6096122	0.892323	0	
Winter	CO2_NBIO_IDLEX	0	0	0	0	8.9621693	13.42256787	67.7972226	1127.637331	96.741393	0	0	0	341.90986	0
Winter	CO2_NBIO_RUNEX	282.09898	331.5689	362.7545	444.14438	695.34513	698.0121206	1130.496468	1508.512564	1457.5193	1985.0975	223.76219	1133.3323	992.05348	
Winter	CO2_NBIO_STREX	56.600246	67.180185	73.896055	89.8969	13.450765	10.62230595	12.88726259	0.114001674	19.925243	8.77168	60.677201	5.2697207	0	
Winter	NOX_IDLEX	0	0	0	0	0.0535158	0.089881596	0.609575384	6.525561244	0.7024295	0	0	0	3.2501297	0
Winter	NOX_RUNEX	0.0520801	0.1553878	0.1109883	0.1543677	0.7951783	1.061254592	2.683806455	4.482790982	2.4643782	1.2045217	1.1071949	5.1377298	3.7789442	
Winter	NOX_STREX ³	0.2129777	0.3095365	0.3506982	0.4302422	0.381479	0.271628917	0.999652549	1.755042357	0.6226227	0.0843001	0.2664458	0.7980324	0	
Winter	PM10_IDLEX	0	0	0	0	0.0006753	0.001174191	0.002715622	0.013872359	0.004082	0	0	0	0.0059422	0
Winter	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.060185438	0.13034	0.0726803	0.01176	0.7448002	0.13034	
Winter	PM10_PMTW	0.008	0.008	0.008	0.008	0.0095182	0.010396907	0.012000003	0.035079877	0.012	0.0318756	0.004	0.0107491	0.016	
Winter	PM10_RUNEX	0.002047	0.003245	0.002138	0.0023869	0.0069407	0.010687595	0.074904569	0.060169613	0.0532838	0.0036952	0.0023146	0.031878	0.091837	
Winter	PM10_STREX	0.0020733	0.0030811	0.0020991	0.0023461	0.0003336	0.000191487	0.000154926	2.8198E-06	0.000199	3.639E-05	0.0034455	4.535E-05	0	
Winter	PM25_IDLEX	0	0	0	0	0.0006461	0.001123396	0.002598146	0.013272247	0.0039054	0	0	0	0.0056851	0
Winter	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.025793759	0.05586	0.0311487	0.00504	0.3192001	0.05586	
Winter	PM25_PMTW	0.002	0.002	0.002	0.002	0.0023796	0.002599227	0.003000001	0.008769969	0.003	0.0079689	0.001	0.0026873	0.004	
Winter	PM25_RUNEX	0.0018863	0.0029867	0.0019677	0.0022023	0.0066075	0.010205891	0.071657144	0.057566656	0.0509641	0.0035328	0.0021659	0.0304862	0.0878642	
Winter	PM25_STREX	0.0019065	0.0028333	0.0019301	0.0021597	0.0003072	0.000176065	0.000142449	2.61362E-06	0.0001831	3.346E-05	0.0032508	4.17E-05	0	
Winter	ROG_DIURN	0.0608579	0.155245	0.0782728	0.0893946	0.0031701	0.002003834	0.000855196	1.11829E-05	0.0019741	0.0006007	1.1932818	0.0009696	0	
Winter	ROG_HTSK	0.125827	0.2691164	0.1517926	0.169645	0.1087842	0.073743363	0.033858071	0.000525338	0.0235602	0.008148	0.8901119	0.008617	0	
Winter	ROG_IDLEX	0	0	0	0	0.0241018	0.019469199	0.026558681	0.439615594	0.0687689	0	0	0	0.3088264	0
Winter	ROG_RESTL	0.0546043	0.1205973	0.0765887	0.0918338	0.001753	0.00110736	0.000492095	7.43312E-06	0.0009195	0.0004279	0.6544677	0.0004594	0	
Winter	ROG_RUNEX	0.0161532	0.0454136	0.0263131	0.0444751	0.0579148	0.058045794	0.148515653	0.147609299	0.1445811	0.1558674	2.6627956	0.1038965	0.0739241	
Winter	ROG_RUNLS	0.261942	0.9758104	0.5206898	0.5484499	0.6955506	0.47667963	0.183790803	0.002413815	0.2795528	0.0571214	2.4776173	0.0701644	0	
Winter	ROG_STREX	0.2790722	0.4529361	0.3877473	0.5048577	0.0977936	0.06893301	0.075134314	2.88284E-06	0.1236009	0.0480391	1.8811136	0.0364039	0	
Winter	SO2_IDLEX	0	0	0	0	8.726E-05	0.000128927	0.000644225	0.010653358	0.0009203	0	0	0	0.003262	0
Winter	SO2_RUNEX	0.0027908	0.003281	0.0035889	0.0043917	0.0068007	0.006767063	0.010810317	0.014252523	0.0141097	0.0014781	0.0022143	0.0108316	0.0093785	
Winter	SO2_STREX	0.0005601	0.0006648	0.0007313	0.0008896	0.0001331	0.000105116	0.00012753	1.12814E-06	0.0001972	8.68E-05	0.0006005	5.215E-05	0	
Winter	TOG_DIURN	0.0608579	0.155245	0.0782728	0.0893946	0.0031701	0.002003834	0.000855196	1.11829E-05	0.0019741	0.0006007	1.1932818	0.0009696	0	
Winter	TOG_HTSK	0.125827	0.2691164	0.1517926	0.169645	0.1087842	0.073743363	0.033858071	0.000525338	0.0235602	0.008148	0.8901119	0.008617	0	
Winter	TOG_IDLEX	0	0	0	0	0.0343104	0.026967338	0.035733308	0.50046889	0.0869903	0	0	0	0.4428372	0
Winter	TOG_RESTL	0.0546043	0.1205973	0.0765887	0.0918338	0.001753	0.00110736	0.000492095	7.43312E-06	0.0009195	0.0004279	0.6544677	0.0004594	0	
Winter	TOG_RUNEX	0.0234791	0.0661557	0.0383145	0.0612283	0.0748941	0.07043601	0.174318151	0.168228548	0.1752026	6.4241286	3.2873103	0.1247056	0.0841576	
Winter	TOG_RUNLS	0.261942	0.9758104	0.5206898	0.5484499	0.6955506	0.47667963	0.183790803	0.002413815	0.2795528	0.0571214	2.4776173	0.0701644	0	
Winter	TOG_STREX	0.3055456	0.4959031	0.4245325	0.5526715	0.107054	0.075472969	0.							

Off-Model SAFE Rule Adjustment Factors for Gasoline Light Duty Vehicle (LDA, LDT1, LDT2, MDV) Emissions in EMFAC2017

Year	NOx Exh	TOG Evap	TOG Exh	PM Exh	CO Exh	CO2 Exh
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126
2024	1.0012	1.001	1.0011	1.0051	1.0044	1.0207
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309
2026	1.0023	1.0022	1.002	1.0091	1.0083	1.0394
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475
2028	1.0034	1.0035	1.0028	1.0117	1.012	1.0554
2029	1.004	1.0042	1.0032	1.0129	1.0138	1.0629
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.077
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947
2035	1.0081	1.0108	1.0063	1.021	1.0232	1.0997
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.108
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143
2040	1.0109	1.0174	1.009	1.027	1.0281	1.1168
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251
2047	1.0127	1.024	1.0113	1.0311	1.0311	1.1258
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272

Sources: California Air Resources Board. 2019, November 20. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One and the Final Safe Rule. https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf; California Air Resources Board. 2020, June 26. EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO2) Emissions to Account for the SAFE Vehicles Rule Part One and the Final Safe Rule. https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf.

LDA CalEEMod Emission Rate Worksheet

Vehicle Class: LDA

Pollutant	CARB SAFE Rule		Emission Rates	Population			VMT			Trips			CalEEMod Emission Rate	
	Adjustment Factor			Gas	DSL	ELEC	LDA Gas	LDA DSL	LDA Elec	LDA Gas	LDA DSL	LDA Elec		
CH4_IDLEX		0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
CH4_RUNEX	0.004094725	0.001302578	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296		
CH4_STREX	0.059893348	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296		
CO_IDLEX	1	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
CO_RUNEX	1	0.877955225	0.33180297	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
CO_STREX	1	2.28379901	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
CO2_NBIO_IDLEX	1	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
CO2_NBIO_RUNEX	1	291.4743113	226.5999481	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
CO2_NBIO_STREX	1	57.77864684	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
NOX_IDLEX	1	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
NOX_RUNEX	1	0.053990058	0.114729302	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
NOX_STREX	1	0.214425986	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM10_IDLEX	1	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM10_PMBW	0.036750011	0.036750011	0.036750011	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM10_PMTW	0.008000002	0.008000002	0.008000002	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM10_RUNEX	1	0.001980649	0.01400937	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM10_STREX	1	0.002121857	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM25_IDLEX	1	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM25_PMBW	0.015750005	0.015750005	0.015750005	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM25_PMTW	0.002000001	0.002000001	0.002000001	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM25_RUNEX	1	0.001821198	0.013403331	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
PM25_STREX	1	0.001951162	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_DIURN	0.298674885	0	0.022407439	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_HTSK	0.118316517	0	0.004888026	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_IDLEX	0	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_RESTL	0.275826153	0	0.007500233	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_RUNEX	0.016626382	0.028043737	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_RUNLS	0.236248824	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
ROG_STREX	0.278831625	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
SO2_IDLEX	0	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
SO2_RUNEX	0.002884375	0.002142184	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
SO2_STREX	0.000571767	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
TOG_DIURN	1	0.298674885	0	0.022407439	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296
TOG_HTSK	1	0.118316517	0	0.004888026	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296
TOG_IDLEX	1	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	
TOG_RESTL	1	0.275826153	0	0.007500233	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296
TOG_RUNEX	1	0.016626382	0.028043737	0	3866064.188	30352.05656	56582.80628	1						

CH4_IDLEX	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
CH4_RUNEX	0.004008817	0.001302578	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.003929591	
CH4_STREX	0.061263122	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.059861855	
CO_IDLEX	1	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
CO_RUNEX	1	0.847149487	0.33180297	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.830853712	
CO_STREX	1	2.361891734	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	2.307868372	
CO2_NBIO_IDLEX	1	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
CO2_NBIO_RUNEX	1	286.7117747	226.5999481	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	282.0989767	
CO2_NBIO_STREX	1	57.92516373	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	56.60024607	
NOX_IDLEX	1	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
NOX_RUNEX	1	0.052360577	0.112556072	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.05208006	
NOX_STREX	1	0.217963105	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.212977652	
PM10_IDLEX	1	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
PM10_PMBW	0.036750011	0.036750011	0.036750011	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.008000002	
PM10_RUNEX	1	0.001980649	0.01400937	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.002047025	
PM10_STREX	1	0.002121857	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.002073324	
PM25_IDLEX	1	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
PM25_PMBW	0.015750005	0.015750005	0.015750005	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.002000001	
PM25_RUNEX	1	0.001821198	0.013403331	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.001886349	
PM25_STREX	1	0.001951162	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.001906533	
ROG_DIURN	0.293484241	0	0.016129757	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.060857856	
ROG_HTSK	0.128696367	0	0.004888026	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.125827044	
ROG_IDLEX	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
ROG_RESTL	0.26347167	0	0.004571725	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.054604303	
ROG_RUNEX	0.016295655	0.028043737	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.016153201	
ROG_RUNLS	0.268073663	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.261942036	
ROG_STREX	0.285604853	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.279072235	
SO2_IDLEX	0	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
SO2_RUNEX	0.002837245	0.002142184	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.002790807	
SO2_STREX	0.000573216	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.000560105	
TOG_DIURN	1	0.293484241	0	0.016129757	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.060857856
TOG_HTSK	1	0.128696367	0	0.004888026	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.125827044
TOG_IDLEX	1	0	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0	
TOG_RESTL	1	0.26347167	0	0.004571725	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.054604303
TOG_RUNEX	1	0.023757523	0.03192593	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.023479107	
TOG_RUNLS	1	0.268073663	0	3866064.188	30352.05656	56582.80628	150964604.6	1219039.023	2228699.14	18232131.5	143014.557	283769.3296	0.261942036	
TOG_STREX	1	0.3126979												

LDT1 CalEEMod Emission Rate Worksheet

Vehicle Class: LDT1

Pollutant	CARB SAFE Rule Adjustment Factor	Emission Rates			Population			VMT			Trips			CalEEMod Emission Rate
		Gas	DSL	ELEC	LDT1 Gas	LDT1 DSL	LDT1 Elec	LDT1 Gas	LDT1 DSL	LDT1 Elec	LDT1 Gas	LDT1 DSL	LDT1 Elec	
CH4_IDLEX		0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0
CH4_RUNEX	0.010262291	0.009689377	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.010222896	
CH4_STREX	0.085938298	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.085532328	
CO_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
CO_RUNEX	1	1.845168433	1.21524069	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	1.837833091	
CO_STREX	1	2.457928305	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	2.446317116	
CO2_NBIO_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
CO2_NBIO_RUNEX	1	337.5406966	476.5827881	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	336.3204378	
CO2_NBIO_STREX	1	67.32549383	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	67.00744998	
NOX_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
NOX_RUNEX	1	0.160020862	1.147457483	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.159883093	
NOX_STREX	1	0.305944554	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.30449928	
PM10_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
PM10_PMBW	0.036750011	0.036750011	0.036750011	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.008000002	
PM10_RUNEX	1	0.003183512	0.157051198	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.003244965	
PM10_STREX	1	0.003095733	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.003081109	
PM25_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
PM25_PMBW	0.015750005	0.015750005	0.015750005	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.002000001	
PM25_RUNEX	1	0.002927431	0.150257232	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.002986734	
PM25_STREX	1	0.002846776	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.002833328	
ROG_DIURN	0.711635995	0	0.022407439	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.153965284	
ROG_HTSK	0.238910929	0	0.004888026	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.237802656	
ROG_IDLEX	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
ROG_RESTL	0.582948541	0	0.007500233	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.126114017	
ROG_RUNEX	0.046337878	0.208606593	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.046238831	
ROG_RUNLS	0.828576656	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.824662482	
ROG_STREX	0.44391968	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.441822615	
SO2_IDLEX	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
SO2_RUNEX	0.003340239	0.004505421	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.003328063	
SO2_STREX	0	0.000666624	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.000663093	
TOG_DIURN	1	0.711635995	0	0.022407439	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.153965284
TOG_HTSK	1	0.238910929	0	0.004888026	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.237802656
TOG_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81							

CH4_IDLEX	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
CH4_RUNEX	0.010073619	0.009689377	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.010035033	
CH4_STREX	0.08801533	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.087599547	
CO_IDLEX	1	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
CO_RUNEX	1	1.788697046	1.21524069	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	1.781603991
CO_STREX	1	2.543776661	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	2.531759928
CO2_NBIO_IDLEX	1	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0
CO2_NBIO_RUNEX	1	332.7686889	476.5827881	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	331.568904
CO2_NBIO_STREX	1	67.49904885	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	67.18018513
NOX_IDLEX	1	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0
NOX_RUNEX	1	0.155516581	1.125744191	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.155387753
NOX_STREX	1	0.311005665	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.309536482
PM10_IDLEX	1	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0
PM10_PMBW	0.036750011	0.036750011	0.036750011	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.008000002	
PM10_RUNEX	1	0.003183512	0.157051198	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.003244965
PM10_STREX	1	0.003095733	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.003081109
PM25_IDLEX	1	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0
PM25_PMBW	0.015750005	0.015750005	0.015750005	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.002000001	
PM25_RUNEX	1	0.002927431	0.150257232	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.002986734
PM25_STREX	1	0.002846776	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.002833328
ROG_DIURN	0.717576276	0	0.016129757	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.155244995	
ROG_HTSK	0.270373251	0	0.004888026	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.26911635	
ROG_IDLEX	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
ROG_RESTL	0.557458161	0	0.004571725	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.120597266	
ROG_RUNEX	0.045509126	0.208606593	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.045413642	
ROG_RUNLS	0.980441949	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.975810367	
ROG_STREX	0.455085883	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.452936069	
SO2_IDLEX	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0	
SO2_RUNEX	0.003293016	0.004505421	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.003281042	
SO2_STREX	0.000667958	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.000664802	
TOG_DIURN	1	0.717576276	0	0.016129757	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.155244995
TOG_HTSK	1	0.270373251	0	0.004888026	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.26911635
TOG_IDLEX	1	0	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0
TOG_RESTL	1	0.557458161	0	0.004571725	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.120597266
TOG_RUNEX	1	0.066326661	0.237484737	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937	8247.398071	0.066155672
TOG_RUNLS	1	0.980441949	0	0	428854.4701	312.1675222	1684.341741	16293150.81	7826.007863	62379.66099	1973069.07	1117.567937		

LDT2 CalEEMod Emission Rate Worksheet

Vehicle Class: LDT2

Pollutant	CARB SAFE Rule Adjustment Factor	Emission Rates			Population			VMT			Trips			CalEEMod Emission Rate	
		Gas	DSL	ELEC	LDT2 Gas	LDT2 DSL	LDT2 Elec	LDT2 Gas	LDT2 DSL	LDT2 Elec	LDT2 Gas	LDT2 DSL	LDT2 Elec		
CH4_IDLEX		0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
CH4_RUNEX	0.006393965	0.001135669	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.006327695	
CH4_STREX	0.079966553	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.078995446	
CO_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
CO_RUNEX	1	1.247911663	0.186933238	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	1.23476359	
CO_STREX	1	2.896450729	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	2.861276478	
CO2_NBIO_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
CO2_NBIO_RUNEX	1	369.8560235	309.5651916	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	367.5279298	
CO2_NBIO_STREX	1	74.61448541	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	73.70837345	
NOX_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
NOX_RUNEX	1	0.11532775	0.055942019	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.114351305	
NOX_STREX	1	0.349243926	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.345002737	
PM10_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
PM10_PMBW	0.036750011	0.036750011	0.036750011	0.036750011	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	0.008000002	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.008000002	
PM10_RUNEX	1	0.002115505	0.007569909	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.002137983	
PM10_STREX	1	0.002124858	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.002099054	
PM25_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
PM25_PMBW	0.015750005	0.015750005	0.015750005	0.015750005	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	0.002000001	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.002000001	
PM25_RUNEX	1	0.001945245	0.007242438	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.001967653	
PM25_STREX	1	0.001953865	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.001930137	
ROG_DIURN	0.384299577	0	0.022407439	0.022407439	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.081071874	
ROG_HTSK	0.141765792	0	0.004888026	0.004888026	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.140075974	
ROG_IDLEX	0	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
ROG_RESTL	0.380545109	0	0.007500233	0.007500233	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.080261027	
ROG_RUNEX	0.026980231	0.024450284	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.026821932	
ROG_RUNLS	0.450183255	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.444716268	
ROG_STREX	0.383184486	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.378531127	
SO2_IDLEX	0	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
SO2_RUNEX	0.003660025	0.002926504	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.003636142	
SO2_STREX	0.000738371	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.000729404	
TOG_DIURN	1	0.384299577	0	0.022407439	0.022407439	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.081071874
TOG_HTSK	1	0.141765792													

CH4_IDLEX	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
CH4_RUNEX	0.006266364	0.001135669	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.006201557	
CH4_STREX	0.081810268	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.080816771	
CO_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0
CO_RUNEX	1	1.206378606	0.186933238	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	1.193706528
CO_STREX	1	2.996555776	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	2.960165858
CO2_NBIO_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0
CO2_NBIO_RUNEX	1	365.0272513	309.5651916	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	362.7544984
CO2_NBIO_STREX	1	74.80447407	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	73.89605491
NOX_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0
NOX_RUNEX	1	0.111932388	0.054881042	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.110988307
NOX_STREX	1	0.355009355	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.350698152
PM10_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0
PM10_PMBW	0.036750011	0.036750011	0.036750011	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.008000002	
PM10_RUNEX	1	0.002115505	0.007569909	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.002137983
PM10_STREX	1	0.002124858	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.002099054
PM25_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0
PM25_PMBW	0.015750005	0.015750005	0.015750005	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.002000001	
PM25_RUNEX	1	0.001945245	0.007242438	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.001967653
PM25_STREX	1	0.001953865	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.001930137
ROG_DIURN	0.371064678	0	0.016129757	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.078272789	
ROG_HTSK	0.153626404	0	0.004888026	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.151792551	
ROG_IDLEX	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
ROG_RESTL	0.363149237	0	0.004571725	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.076588741	
ROG_RUNEX	0.026465532	0.024450284	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.026313132	
ROG_RUNLS	0.527090783	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.520689837	
ROG_STREX	0.392514001	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.387747344	
SO2_IDLEX	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0	
SO2_RUNEX	0.003612241	0.002926504	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.003588905	
SO2_STREX	0.000740251	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.000731261	
TOG_DIURN	1	0.371064678	0	0.016129757	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.078272789
TOG_HTSK	1	0.153626404	0	0.004888026	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.151792551
TOG_IDLEX	1	0	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0
TOG_RESTL	1	0.363149237	0	0.004571725	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.076588741
TOG_RUNEX	1	0.038584922	0.027835023	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594	35395.58403	40766.95908	0.038314517
TOG_RUNLS	1	0.527090783	0	0	1322602.473	7131.093038	8029.10038	51063337.64	318825.7868	273177.1123	6195500.594			

MDV CalEEMod Emission Rate Worksheet

Vehicle Class: MDV

Pollutant	CARB SAFE Rule Adjustment Factor	Emission Rates		Population		VMT		Trips		CalEEMod Emission				
		Gas	DSL	ELEC	MDV Gas	MDV DSL	MDV Elec	MDV Gas	MDV DSL	MDV Elec	Rate			
CH4_IDLEX		0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
CH4_RUNEX	0.009425153	0.000882706	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.009230364
CH4_STREX	0.098855254	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.09674367
CO_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
CO_RUNEX	1	1.666410741	0.294349223	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	1.634710074
CO_STREX	1	3.558392122	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	3.482383582
CO2_NBIO_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
CO2_NBIO_RUNEX	1	451.3948125	401.1402375	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	449.1739648
CO2_NBIO_STREX	1	91.62361011	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	89.66649673
NOX_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
NOX_RUNEX	1	0.161346275	0.063514724	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.158970483
NOX_STREX	1	0.432492209	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.423254019
PM10_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
PM10_PMBW	0.036750011	0.036750011	0.036750011	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.008000002	
PM10_RUNEX	1	0.002303292	0.006837808	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002386855
PM10_STREX	1	0.002397292	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002346085
PM25_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
PM25_PMBW	0.015750005	0.015750005	0.015750005	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002000001	
PM25_RUNEX	1	0.002120522	0.006542007	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002202342
PM25_STREX	1	0.002206833	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002159694
ROG_DIURN	0.44042364	0	0.022407439	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.093197829	
ROG_HTSK	0.161388363	0	0.004888026	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.157956042	
ROG_IDLEX	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0	
ROG_RESTL	0.454092851	0	0.007500233	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.096081022	
ROG_RUNEX	0.045684261	0.019004134	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.045031779	
ROG_RUNLS	0.482297302	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.471995258	
ROG_STREX	0.503521699	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.492766293	
SO2_IDLEX	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0	
SO2_RUNEX	0.004466918	0.003792218	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.004441427	
SO2_STREX	0.00090669	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.000887323	
TOG_DIURN	1	0.44042364	0	0.022407439	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.093197829
TOG_HTSK	1	0.161388363	0	0.004888026	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.157956042
TOG_IDLEX	1	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0	
TOG_RESTL														

CH4_IDLEX	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0	
CH4_RUNEX	0.009270126	0.000882706	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.009078828	
CH4_STREX	0.101150653	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.098990038	
CO_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
CO_RUNEX	1	1.6198604	0.294349223	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	1.58920814
CO_STREX	1	3.680766499	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	3.602143998
CO2_NBIO_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
CO2_NBIO_RUNEX	1	446.2493378	401.1402375	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	444.1443765
CO2_NBIO_STREX	1	91.85904205	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	89.89689975
NOX_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
NOX_RUNEX	1	0.15666179	0.062310502	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.15436765
NOX_STREX	1	0.439632914	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.430242196
PM10_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
PM10_PMBW	0.036750011	0.036750011	0.036750011	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.036750011	
PM10_PMTW	0.008000002	0.008000002	0.008000002	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.008000002	
PM10_RUNEX	1	0.002303292	0.006837808	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002386855
PM10_STREX	1	0.002397292	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002346085
PM25_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
PM25_PMBW	0.015750005	0.015750005	0.015750005	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.015750005	
PM25_PMTW	0.002000001	0.002000001	0.002000001	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002000001	
PM25_RUNEX	1	0.002120522	0.006542007	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002202342
PM25_STREX	1	0.002206833	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.002159694
ROG_DIURN	0.422465845	0	0.016129757	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.089394578	
ROG_HTSK	0.173332436	0	0.004888026	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.169644986	
ROG_IDLEX	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0	
ROG_RESTL	0.434027114	0	0.004571725	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.09183378	
ROG_RUNEX	0.045114744	0.019004134	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.044475088	
ROG_RUNLS	0.560420738	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.548449949	
ROG_STREX	0.51587698	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.504857661	
SO2_IDLEX	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0	
SO2_RUNEX	0.004415999	0.003792218	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.004391655	
SO2_STREX	0.00090902	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.000889603	
TOG_DIURN	1	0.422465845	0	0.016129757	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.089394578
TOG_HTSK	1	0.173332436	0	0.004888026	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.169644986
TOG_IDLEX	1	0	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0
TOG_RESTL	1	0.434027114	0	0.004571725	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.09183378
TOG_RUNEX	1	0.062200672	0.021634943	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.061228317
TOG_RUNLS	1	0.560420738	0	0	900366.1975	15733.02459	2547.8702	32167365.31	651825.9359	89339.97409	4164561.993	77845.5286	13052.63635	0.548449949
TOG_STREX	1	0.56473445	0											

LDH1 CalEEMod Emission Rate Worksheet

Pollutant	Emission Rates			Vehicle Class: LHDT1			Population			VMT			Trips			CalEEMod Emission Rate
	Gas	DSL	ELEC	LHDT1 Gas	LHDT1 DSL	LHDT1 Elec	LHDT1 Gas	LHDT1 DSL	LHDT1 Elec	LHDT1 Gas	LHDT1 DSL	LHDT1 Elec				
CH4_IDLEX	0.127948547	0.005098128	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006110679			
CH4_RUNEX	0.009573126	0.003519977	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.007275582			
CH4_STREX	0.027836731	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.019409112			
CO_IDLEX	3.74161954	0.909745076	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.19700351			
CO_RUNEX	1.128102274	0.399227471	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.851449316			
CO_STREX	1.8263067	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	1.27338917			
CO2_NBIO_IDLEX	122.5024704	134.1615423	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	8.962169257			
CO2_NBIO_RUNEX	827.9085051	478.6732026	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	695.3521606			
CO2_NBIO_STREX	19.26438312	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	13.43205762			
NOX_IDLEX	0.040046542	2.145609522	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.053515825			
NOX_RUNEX	0.257563815	1.713897555	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.810332323			
NOX_STREX	0.541977555	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.377892908			
PM10_IDLEX	0	0.028056068	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000675268			
PM10_PMBW	0.076440022	0.076440022	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.076440022			
PM10_PMTW	0.008000002	0.012000003	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.00951825			
PM10_RUNEX	0.001437107	0.015936872	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006940662			
PM10_STREX	0.000478462	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000333607			
PM25_IDLEX	0	0.026842375	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000646056			
PM25_PMBW	0.032760009	0.032760009	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.032760009			
PM25_PMTW	0.002000001	0.003000001	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.002379562			
PM25_RUNEX	0.001321954	0.015247475	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006607539			
PM25_STREX	0.000440542	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000307167			
ROG_DIURN	0.063629137	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.002977835			
ROG_HTSK	0.134246936	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.093603443			
ROG_IDLEX	0.458549991	0.109759705	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.024101832			
ROG_RESTL	0.037813976	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.001769689			
ROG_RUNEX	0.047317847	0.075783022	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.058122137			
ROG_RUNLS	0.920885445	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.642085775			
ROG_STREX	0.139153536	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.097024561			
SO2_IDLEX	0.001212261	0.001268309	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	8.726E-05			
SO2_RUNEX	0.008192826	0.004525183	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006800729			
SO2_STREX	0.000190637	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000132921			
TOG_DIURN	0.063629137	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.002977835			
TOG_HTSK	0.134246936	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.093603443			
TOG_IDLEX	0.668868416	0.124954127	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.034310413			
TOG_RESTL	0.037813976	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.001769689			
TOG_RUNEX	0.06842964	0.086273932	0	106029.2685	54529.3851	0										

CH4_IDLEX	0.127893133	0.005098128	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006108086
CH4_RUNEX	0.009509673	0.003519977	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.007236213
CH4_STREX	0.028042921	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.019552878
CO_IDLEX	3.74161954	0.909745076	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.19700351
CO_RUNEX	1.121875915	0.399227471	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.847586244
CO_STREX	1.840898949	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	1.28356359
CO2_NBIO_IDLEX	122.5024704	134.1615423	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	8.962169257
CO2_NBIO_RUNEX	827.8971669	478.6732026	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	695.345126
CO2_NBIO_STREX	19.29121395	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	13.45076537
NOX_IDLEX	0.040046542	2.145609522	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.053515825
NOX_RUNEX	0.251552071	1.683799348	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.79517828
NOX_STREX	0.547120738	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.381478983
PM10_IDLEX	0	0.028056068	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000675268
PM10_PMBW	0.076440022	0.076440022	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.076440022
PM10_PMTW	0.008000002	0.012000003	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.00951825
PM10_RUNEX	0.001437107	0.015936872	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006940662
PM10_STREX	0.000478462	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000333607
PM25_IDLEX	0	0.026842375	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000646056
PM25_PMBW	0.032760009	0.032760009	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.032760009
PM25_PMTW	0.002000001	0.003000001	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.002379562
PM25_RUNEX	0.001321954	0.01524745	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.006607539
PM25_STREX	0.000440542	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000307167
ROG_DIURN	0.067736334	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.003170051
ROG_HTSK	0.156019392	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.10878425
ROG_IDLEX	0.458549991	0.109759705	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.024101832
ROG_RESTL	0.037457078	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.001752986
ROG_RUNEX	0.04698372	0.075783022	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.057914832
ROG_RUNLS	0.997565132	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.695550553
ROG_STREX	0.140256537	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.097793626
SO2_IDLEX	0.001212261	0.001268309	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	8.726E-05
SO2_RUNEX	0.008192714	0.004525183	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.00680066
SO2_STREX	0.000190902	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.000133106
TOG_DIURN	0.067736334	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.003170051
TOG_HTSK	0.156019392	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.10878425
TOG_IDLEX	0.668868416	0.124954127	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.034310413
TOG_RESTL	0.037457078	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.001752986
TOG_RUNEX	0.067932308	0.086273932	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.074894086
TOG_RUNLS	0.997565132	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.695550553
TOG_STREX	0.153537809	0	0	106029.2685	54529.3851	0	3921730.857	2399173.004	0	1579678.117	685911.0666	0	0.10705397

LDH2 CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: LHDT2												CalEEMod Emission Rate	
	Emission Rates		Population				VMT			Trips				
	Gas	DSL	ELEC	LHDT2 Gas	LHDT2 DSL	LHDT2 Elec	LHDT2 Gas	LHDT2 DSL	LHDT2 Elec	LHDT2 Gas	LHDT2 DSL	LHDT2 Elec		
CH4_IDLEX	0.128206426	0.005098128	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.004380481	
CH4_RUNEX	0.007446354	0.003446999	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.005049836	
CH4_STREX	0.028356351	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.013746514	
CO_IDLEX	3.747889202	0.909745076	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.159214191	
CO_RUNEX	0.850591253	0.387311257	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.572981809	
CO_STREX	1.841986278	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.892953023	
CO2_NBIO_IDLEX	141.4709522	215.315884	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	13.42256787	
CO2_NBIO_RUNEX	949.8476392	529.5853068	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	698.0155001	
CO2_NBIO_STREX	21.88438706	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	10.60905275	
NOX_IDLEX	0.040176857	2.162468939	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.089881596	
NOX_RUNEX	0.264953995	1.626775683	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	1.080993031	
NOX_STREX	0.555052479	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.269076809	
PM10_IDLEX	0	0.02866692	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001174191	
PM10_PMBW	0.089180026	0.089180026	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.089180026	
PM10_PMTW	0.008000002	0.012000003	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.010396907	
PM10_RUNEX	0.001296072	0.016968826	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.010687595	
PM10_STREX	0.000395	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000191487	
PM25_IDLEX	0	0.027426801	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001123396	
PM25_PMBW	0.038220011	0.038220011	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.038220011	
PM25_PMTW	0.002000001	0.003000001	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.002599227	
PM25_RUNEX	0.001191691	0.016234762	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.010205891	
PM25_STREX	0.000363188	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000176065	
ROG_DIURN	0.058498265	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001903454	
ROG_HTSK	0.132631233	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.064296603	
ROG_IDLEX	0.460174837	0.109759705	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.019469199	
ROG_RESTL	0.034827001	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001133223	
ROG_RUNEX	0.034087281	0.074211851	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.058130969	
ROG_RUNLS	0.90315789	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.437830389	
ROG_STREX	0.141083223	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.068393935	
SO2_IDLEX	0.00139997	0.002035509	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000128927	
SO2_RUNEX	0.009399512	0.005006486	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.006767096	
SO2_STREX	0.000216564	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000104985	
TOG_DIURN	0.058498265	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001903454	
TOG_HTSK	0.132631233	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.064296603	
TOG_IDLEX	0.671486042	0.124954127	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.026967338	
TOG_RESTL	0.034827001	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001133223	
TOG_RUNEX	0.04974008	0.084485258	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.070560296	
TOG_RUNLS	0.90315789	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.437830389	
TOG_STREX	0.154468371	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.07488275	
CH4_IDLEX	0.128497007	0.005098128</												

CH4_IDLEX	0.128147966	0.005098128	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.004378579
CH4_RUNEX	0.007401888	0.003446999	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.005032015
CH4_STREX	0.028565799	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.013848049
CO_IDLEX	3.747889202	0.909745076	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.159214191
CO_RUNEX	0.845849659	0.387311257	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.571081502
CO_STREX	1.85687909	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.900172719
CO2_NBIO_IDLEX	141.4709522	215.315884	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	13.42256787
CO2_NBIO_RUNEX	949.8392069	529.5853068	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	698.0121206
CO2_NBIO_STREX	21.9117258	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	10.62230595
NOX_IDLEX	0.040176857	2.162468939	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.089881596
NOX_RUNEX	0.258422297	1.59820432	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	1.061254592
NOX_STREX	0.560316977	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.271628917
PM10_IDLEX	0	0.02866692	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001174191
PM10_PMBW	0.089180026	0.089180026	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.089180026
PM10_PMTW	0.008000002	0.012000003	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.010396907
PM10_RUNEX	0.001296072	0.016968826	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.010687595
PM10_STREX	0.000395	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000191487
PM25_IDLEX	0	0.027426801	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.001123396
PM25_PMBW	0.038220011	0.038220011	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.038220011
PM25_PMTW	0.002000001	0.003000001	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.002599227
PM25_RUNEX	0.001191691	0.016234762	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.010205891
PM25_STREX	0.000363188	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000176065
ROG_DIURN	0.06158321	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.002003834
ROG_HTSK	0.15211804	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.073743363
ROG_IDLEX	0.460174837	0.109759705	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.019469199
ROG_RESTL	0.034032161	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.00110736
ROG_RUNEX	0.033874756	0.074211851	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.058045794
ROG_RUNLS	0.983296226	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.47667963
ROG_STREX	0.142195228	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.06893301
SO2_IDLEX	0.00139997	0.002035509	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000128927
SO2_RUNEX	0.009399429	0.005006486	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.006767063
SO2_STREX	0.000216834	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.000105116
TOG_DIURN	0.06158321	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.002003834
TOG_HTSK	0.15211804	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.073743363
TOG_IDLEX	0.671486042	0.124954127	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.026967338
TOG_RESTL	0.034032161	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.00110736
TOG_RUNEX	0.049429965	0.0844485258	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.07043601
TOG_RUNLS	0.983296226	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.47667963
TOG_STREX	0.155685877	0	0	17468.88659	21989.92112	0	623231.5341	931838.451	0	260260.3816	276605.5444	0	0.075472969

MHDT CalEEMod Emission Rate Worksheet

Pollutant	Emission Rates			Vehicle Class:			MHDT			Trips			CalEEMod Emission Rate	
				Population			VMT							
	Gas	DSL	ELEC	MHDT Gas	MHDT DSL	MHDT Elec	MHDT Gas	MHDT DSL	MHDT Elec	MHDT Gas	MHDT DSL	MHDT Elec		
CH4_IDLEX	0.257065745	0.006056088	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.004496953	
CH4_RUNEX	0.019893493	0.007374256	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.009471698	
CH4_STREX	0.042942071	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.013618844	
CO_IDLEX	14.29972318	2.442082535	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.396926211	
CO_RUNEX	2.514186173	0.536581357	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.867904437	
CO_STREX	5.134244205	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	1.62829758	
CO2_NBIO_IDLEX	555.3120976	878.3785271	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	70.04306991	
CO2_NBIO_RUNEX	1730.152158	1009.818234	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	1130.501219	
CO2_NBIO_STREX	40.5476092	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	12.85945337	
NOX_IDLEX	0.088906754	8.912229086	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.622773207	
NOX_RUNEX	0.660719387	3.153146353	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	2.735571228	
NOX_STREX	0.385080927	1.283228219	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.998385698	
PM10_IDLEX	0	0.032047083	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.002234335	
PM10_PMBW	0.130340037	0.130340037	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.130340037	
PM10_PMTW	0.012000003	0.012000003	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.012000003	
PM10_RUNEX	0.001134561	0.089751181	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.074904569	
PM10_STREX	0.000488503	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000154926	
PM25_IDLEX	0	0.03066074	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.002137678	
PM25_PMBW	0.055860016	0.055860016	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.055860016	
PM25_PMTW	0.003000001	0.003000001	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.003000001	
PM25_RUNEX	0.001043187	0.085868584	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.071657144	
PM25_STREX	0.00044916	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000142449	
ROG_DIURN	0.0510395	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000809021	
ROG_HTSK	0.097459989	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.030908904	
ROG_IDLEX	0.997577298	0.130385903	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.024903039	
ROG_RESTL	0.031464657	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000498743	
ROG_RUNEX	0.098277792	0.1587657	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.148631725	
ROG_RUNLS	0.528442025	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.167592509	
ROG_STREX	0.234785238	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.074460859	
SO2_IDLEX	0.005495263	0.008298485	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000665678	
SO2_RUNEX	0.017121258	0.009540262	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.010810364	
SO2_STREX	0.000401251	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000127255	
TOG_DIURN	0.0510395	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000809021	
TOG_HTSK	0.097459989	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.030908904	
TOG_IDLEX	1.455662452	0.148434426	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.033422445	
TOG_RESTL	0.031464657	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000498743	
TOG_RUNEX	0.143406911	0.180742664	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.174487523	
TOG_RUNLS	0.528442025	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.167592509	
TOG_STREX	0.257060283	0	0	14376.2126	63233.99563									

CH4_IDLEX	0.277911524	0.00627425	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.004842587
CH4_RUNEX	0.019745817	0.007374256	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.009446957
CH4_STREX	0.043245409	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.013715046
CO_IDLEX	19.76180013	2.81931471	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.509805745
CO_RUNEX	2.498179276	0.536581357	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.86522268
CO_STREX	5.185067379	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	1.644415873
CO2_NBIO_IDLEX	522.1785955	853.6992005	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	67.7972226
CO2_NBIO_RUNEX	1730.123798	1009.818234	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	1130.496468
CO2_NBIO_STREX	40.63529545	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	12.88726259
NOX_IDLEX	0.084510532	8.723932079	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.609575384
NOX_RUNEX	0.645041387	3.094118922	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	2.683806455
NOX_STREX	0.38907548	1.283228219	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.999652549
PM10_IDLEX	0	0.038950196	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.002715622
PM10_PMBW	0.130340037	0.130340037	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.130340037
PM10_PMTW	0.012000003	0.012000003	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.012000003
PM10_RUNEX	0.001134561	0.089751181	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.074904569
PM10_STREX	0.000488503	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000154926
PM25_IDLEX	0	0.037265228	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.002598146
PM25_PMBW	0.055860016	0.055860016	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.055860016
PM25_PMTW	0.003000001	0.003000001	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.003000001
PM25_RUNEX	0.001043187	0.085868584	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.071657144
PM25_STREX	0.00044916	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000142449
ROG_DIURN	0.053952579	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000855196
ROG_HTSK	0.106759112	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.033858071
ROG_IDLEX	1.081368635	0.135082874	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.026558681
ROG_RESTL	0.031045244	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000492095
ROG_RUNEX	0.09758511	0.1587657	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.148515653
ROG_RUNLS	0.579517452	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.183790803
ROG_STREX	0.236908731	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.075134314
SO2_IDLEX	0.005167381	0.008065327	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000644225
SO2_RUNEX	0.017120978	0.009540262	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.010810317
SO2_STREX	0.000402119	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.00012753
TOG_DIURN	0.053952579	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000855196
TOG_HTSK	0.106759112	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.033858071
TOG_IDLEX	1.577930573	0.15378157	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.035733308
TOG_RESTL	0.031045244	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.000492095
TOG_RUNEX	0.142395963	0.180742664	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.174318151
TOG_RUNLS	0.579517452	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.183790803
TOG_STREX	0.259385241	0	0	14376.2126	63233.99563	0	788215.4521	3916493.55	0	287639.2617	619326.5352	0	0.082262616

HHD CalEEMod Emission Rate Worksheet

Pollutant	Emission Rates				Vehicle Class:		HHDT				VMT				Trips		CalEEMod Emission	
	Gas	DSL	NG	HHDT Gas	HHDT DSL	HHDT NG	HHDT Gas	HHDT DSL	HHDT NG	HHDT Gas	HHDT DSL	HHDT NG	Rate					
CH4_IDLEX	0	0.216343136	1.340988662	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.026957934					
CH4_RUNEX	0.134406103	0.006929235	5.512571368	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.083382427					
CH4_STREX	0.000240298	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	5.41159E-07					
CO_IDLEX	0	56.06322682	19.6824452	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	5.64419367					
CO_RUNEX	40.50766616	0.5783759	12.93643111	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.783861347					
CO_STREX	4.991435895	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.011240873					
CO2_NBIO_IDLEX	0	11374.44959	4234.348365	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1146.115029					
CO2_NBIO_RUNEX	2205.139676	1529.139116	3517.974184	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1557.295076					
CO2_NBIO_STREX	50.54286661	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.113824148					
NOX_IDLEX	0	63.9047913	25.50665922	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	6.44621692					
NOX_RUNEX	5.114673858	4.624756732	4.173564129	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	4.61891891					
NOX_STREX	0.874645343	1.785573811	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1.755021511					
PM10_IDLEX	0	0.129087652	0.060703813	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.013058929					
PM10_PMBW	0.061740018	0.061031123	0.061740018	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.061041559					
PM10_PMTW	0.020000006	0.035586661	0.036000001	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.035579073					
PM10_RUNEX	0.001557153	0.06106726	0.00818054	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.060283049					
PM10_STREX	0.001252116	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	2.8198E-06					
PM25_IDLEX	0	0.123503378	0.058077793	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.012494005					
PM25_PMBW	0.026460008	0.026156196	0.026460008	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.026160668					
PM25_PMTW	0.005000001	0.008896665	0.009000003	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.008894768					
PM25_RUNEX	0.0014357	0.058425517	0.007826654	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.057675185					
PM25_STREX	0.001160559	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	2.61362E-06					
ROG_DIURN	0.094037236	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1.05845E-05					
ROG_HTSK	0.197790897	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.000445431					
ROG_IDLEX	0	4.6578084	0.084545422	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.462580586					
ROG_RESTL	0.065766657	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	7.40247E-06					
ROG_RUNEX	0.731659896	0.14918452	0.450823953	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.153864977					
ROG_RUNLS	1.012630004	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.002280475					
ROG_STREX	0.001268634	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	2.857E-06					
SO2_IDLEX	0	0.10746016	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.0106642					
SO2_RUNEX	0.021821645	0.014446548	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.513							

CH4_IDLEX	0	0.20575661	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.020419006
CH4_RUNEX	0.133580415	0.006929235	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.006941381
CH4_STREX	0.000242676	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	5.46514E-07
CO_IDLEX	0	58.22430725	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	5.778100962
CO_RUNEX	40.26260139	0.5783759	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.604268269
CO_STREX	5.041143901	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.011352817
CO2_NBIO_IDLEX	0	11362.88598	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1127.637331
CO2_NBIO_RUNEX	2204.728704	1529.139116	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1508.512564
CO2_NBIO_STREX	50.62169616	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.114001674
NOX_IDLEX	0	65.75625546	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	6.525561244
NOX_RUNEX	4.995733074	4.545435683	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	4.482790982
NOX_STREX	0.883901508	1.785573811	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1.755042357
PM10_IDLEX	0	0.139787878	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.013872359
PM10_PMBW	0.061740018	0.061031123	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.060185438
PM10_PMTW	0.020000006	0.035586661	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.035079877
PM10_RUNEX	0.001557153	0.06106726	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.060169613
PM10_STREX	0.001252116	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	2.8198E-06
PM25_IDLEX	0	0.133740716	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.013272247
PM25_PMBW	0.026460008	0.026156196	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.025793759
PM25_PMTW	0.005000001	0.008896665	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.008769969
PM25_RUNEX	0.0014357	0.058425517	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.057566656
PM25_STREX	0.001160559	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	2.61362E-06
ROG_DIURN	0.099353566	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1.11829E-05
ROG_HTSK	0.233273059	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.000525338
ROG_IDLEX	0	4.429883381	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.439615594
ROG_RESTL	0.066038947	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	7.43312E-06
ROG_RUNEX	0.726621947	0.14918452	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.147609299
ROG_RUNLS	1.071838898	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.002413815
ROG_STREX	0.001280108	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	2.88284E-06
SO2_IDLEX	0	0.107350913	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.010653358
SO2_RUNEX	0.021817578	0.014446548	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.014252523
SO2_STREX	0.000500943	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1.12814E-06
TOG_DIURN	0.099353566	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	1.11829E-05
TOG_HTSK	0.233273059	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.000525338
TOG_IDLEX	0	5.04308502	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.50046889
TOG_RESTL	0.066038947	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	7.43312E-06
TOG_RUNEX	1.045558466	0.16983522	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131	8806.952693	0.168228548
TOG_RUNLS	1.071838898	0	0	62.1035426	54755.3189	2258.192998	5663.567071	6529922.256	91900.3616	1242.56768	541704.5131		

OBUS CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: OBUS												CalEEMod Emission Rate	
	Emission Rates			Population			VMT			Trips				
	Gas	DSL	NG	OBUS Gas	OBUS DSL	OBUS NG	OBUS Gas	OBUS DSL	OBUS NG	OBUS Gas	OBUS DSL	OBUS NG		
CH4_IDLEX	0.195422159	0.06953137	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.0090435	
CH4_RUNEX	0.015991054	0.00914525	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.012122311	
CH4_STREX	0.031555504	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.023064648	
CO_IDLEX	5.754694525	14.42711181	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.605378777	
CO_RUNEX	1.9546175	0.687395148	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	1.238477058	
CO_STREX	3.470864174	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	2.536934972	
CO2_NBIO_IDLEX	384.7269145	3079.583536	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	98.40281867	
CO2_NBIO_RUNEX	1742.83024	1237.983937	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	1457.528411	
CO2_NBIO_STREX	27.19304928	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	19.87602921	
NOX_IDLEX	0.064838775	25.83869524	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.710076739	
NOX_RUNEX	0.593180598	3.986864672	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	2.511040088	
NOX_STREX	0.330957742	1.405450226	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.620078796	
PM10_IDLEX	0	0.122675487	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.003360016	
PM10_PMBW	0.130340037	0.130340037	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.130340037	
PM10_PMTW	0.012000003	0.012000003	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.012000003	
PM10_RUNEX	0.000907997	0.093587767	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.053283755	
PM10_STREX	0.000272201	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000198958	
PM25_IDLEX	0	0.1173686	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.003214663	
PM25_PMBW	0.055860016	0.055860016	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.055860016	
PM25_PMTW	0.003000001	0.003000001	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.003000001	
PM25_RUNEX	0.000834979	0.089539201	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.050964052	
PM25_STREX	0.000250517	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000183108	
ROG_DIURN	0.051030361	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.001864218	
ROG_HTSK	0.030111324	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.022009064	
ROG_IDLEX	0.743068193	1.49699133	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.068147223	
ROG_RESTL	0.025510608	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000931942	
ROG_RUNEX	0.077104192	0.196894715	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.144800944	
ROG_RUNLS	0.356967114	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.260915527	
ROG_STREX	0.167484489	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.12241829	
SO2_IDLEX	0.003807185	0.029094378	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000935962	
SO2_RUNEX	0.017246718	0.011695858	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.014109782	
SO2_STREX	0.000269097	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000196689	
TOG_DIURN	0.051030361	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.001864218	
TOG_HTSK	0.030111324	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.022009064	
TOG_IDLEX	1.084135006	1.704210676	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.086282548	
TOG_RESTL	0.025510608	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000931942	
TOG_RUNEX	0.112336248	0.224149645	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.175524918	
TOG_RUNLS	0.356967114	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.260915527	
TOG_STREX	0.18336013	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.134022164	
CH4_IDLEX	0.195850703	0.068767927	0	3994.02										

CH4_IDLEX	0.195327862	0.070585648	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.009068932
CH4_RUNEX	0.015888334	0.00914525	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.012077641
CH4_STREX	0.031849214	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.023279328
CO_IDLEX	5.754694525	16.37288238	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.658672395
CO_RUNEX	1.942726057	0.687395148	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	1.23330578
CO_STREX	3.509916163	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	2.565478974
CO2_NBIO_IDLEX	384.7269145	3018.924231	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	96.74139268
CO2_NBIO_RUNEX	1742.809202	1237.983937	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	1457.519262
CO2_NBIO_STREX	27.26037976	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	19.92524262
NOX_IDLEX	0.064838775	25.55949094	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.702429482
NOX_RUNEX	0.579084735	3.915142708	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	2.464378212
NOX_STREX	0.334438128	1.405450226	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.622622691
PM10_IDLEX	0	0.149035096	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.004081992
PM10_PMBW	0.130340037	0.130340037	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.130340037
PM10_PMTW	0.012000003	0.012000003	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.012000003
PM10_RUNEX	0.000907997	0.093587767	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.053283755
PM10_STREX	0.000272201	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000198958
PM25_IDLEX	0	0.142587903	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.003905407
PM25_PMBW	0.055860016	0.055860016	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.055860016
PM25_PMTW	0.003000001	0.003000001	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.003000001
PM25_RUNEX	0.000834979	0.089539201	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.050964052
PM25_STREX	0.000250517	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000183108
ROG_DIURN	0.054038983	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.001974128
ROG_HTSK	0.032233512	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.02356022
ROG_IDLEX	0.743068193	1.519689649	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.068768918
ROG_RESTL	0.025170467	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000919516
ROG_RUNEX	0.07659862	0.196894715	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.144581085
ROG_RUNLS	0.382465314	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.279552752
ROG_STREX	0.169102484	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.12360092
SO2_IDLEX	0.003807185	0.028521299	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000920266
SO2_RUNEX	0.01724651	0.011695858	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.014109692
SO2_STREX	0.000269764	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000197176
TOG_DIURN	0.054038983	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.001974128
TOG_HTSK	0.032233512	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.02356022
TOG_IDLEX	1.084135006	1.730050984	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.0869903
TOG_RESTL	0.025170467	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.000919516
TOG_RUNEX	0.111595159	0.224149645	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.175202638
TOG_RUNLS	0.382465314	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.279552752
TOG_STREX	0.185131464	0	0	3994.029176	2994.516901	0	171885.0066	223367.5296	0	79912.53576	29418.4327	0	0.135316873

UBUS CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: UBUS													CalEEMod Emission Rate			
	Emission Rates			Population				VMT				Trips					
	Gas	DSL	ELEC	NG	UBUS Gas	UBUS DSL	UBUS ELEC	UBUS NG	UBUS Gas	UBUS DSL	UBUS ELEC	UBUS NG	UBUS Gas	UBUS DSL	UBUS ELEC	UBUS NG	
CH4_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
CH4_RUNEX	0.005996	0.072802876	0	6.72716485	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	6.219806124
CH4_STREX	0.109714	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.010899466
CO_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
CO_RUNEX	0.356021	0.207356536	0	46.207039	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	42.74312885
CO_STREX	7.171866	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.712484037
CO2_NBIO_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
CO2_NBIO_RUNEX	2061.591	1665.244244	0	1985.414511	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	1985.09769
CO2_NBIO_STREX	87.99759	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	8.742059659
NOX_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
NOX_RUNEX	0.281379	2.329438205	0	1.273676336	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	1.205029425
NOX_STREX	0.840101	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.083459263
PM10_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
PM10_PMBW	0.123562	0.079072893	0.130340079	0.068670129	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.07268035
PM10_PMTW	0.011341	0.029936049	0.012000007	0.033483234	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.031875586
PM10_RUNEX	0.000967	0.006299396	0	0.003900944	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.003695202
PM10_STREX	0.000366	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	3.63938E-05
PM25_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
PM25_PMBW	0.052955	0.033888383	0.055860034	0.029430055	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.031148721
PM25_PMTW	0.002835	0.007484012	0.003000002	0.008370809	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.007968897
PM25_RUNEX	0.000889	0.006026887	0	0.003732191	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.003532832
PM25_STREX	0.000337	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	3.34627E-05
ROG_DIURN	0.022751	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.000613406
ROG_HTSK	0.076814	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.007631012
ROG_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
ROG_RESTL	0.018118	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.000449971
ROG_RUNEX	0.020001	0.003027946	0	0.167085413	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.155874505
ROG_RUNLS	0.473291	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.047018773
ROG_STREX	0.47559	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.047247184
SO2_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
SO2_RUNEX	0.020401	0.015742547	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.001478101
SO2_STREX																	

CH4_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
CH4_RUNEX	0.005961	0.072802876	0	6.72716485	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	6.219803687
CH4_STREX	0.111458	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.011072692
CO_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
CO_RUNEX	0.354266	0.207356536	0	46.207039	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	42.74300633
CO_STREX	7.343089	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.729494079
CO2_NBIO_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
CO2_NBIO_RUNEX	2061.588	1665.244244	0	1985.414511	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	1985.097465
CO2_NBIO_STREX	88.29575	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	8.771679952
NOX_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
NOX_RUNEX	0.274245	2.329438205	0	1.273666048	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	1.204521711
NOX_STREX	0.848565	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.084300091
PM10_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
PM10_PMBW	0.123562	0.079072893	0.130340079	0.068670129	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.07268035
PM10_PMTW	0.011341	0.029936049	0.012000007	0.033483234	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.031875586
PM10_RUNEX	0.000967	0.006299396	0	0.003900944	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.003695202
PM10_STREX	0.000366	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	3.63938E-05
PM25_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
PM25_PMBW	0.052955	0.033888383	0.055860034	0.029430055	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.031148721
PM25_PMTW	0.002835	0.007484012	0.003000002	0.008370809	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.007968897
PM25_RUNEX	0.000889	0.006026887	0	0.003732191	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.003532832
PM25_STREX	0.000337	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	3.34627E-05
ROG_DIURN	0.022281	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.000600731
ROG_HTSK	0.082018	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.008148036
ROG_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
ROG_RESTL	0.017231	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.000427941
ROG_RUNEX	0.019899	0.003027946	0	0.167085413	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.155867419
ROG_RUNLS	0.574984	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.057121361
ROG_STREX	0.483562	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.04803909
SO2_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
SO2_RUNEX	0.020401	0.015742547	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.001478098
SO2_STREX	0.000874	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	8.68029E-05
TOG_DIURN	0.022281	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.000600731
TOG_HTSK	0.082018	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0.008148036
TOG_IDLEX	0	0	0	0	452.5123	14.1944	12	4076.282617	32600.03	1580.590656	1070.403311	431536.885	1810.049	56.7776	48	16305.1305	0
TOG_RESTL	0.017231	0	0	0	452.5123	14.1944	12	4076.282617	32								

MCY CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: MCY												CalEEMod Emission Rate
	Emission Rates			Population			VMT			Trips			
	Gas	DSL	NG	MCY Gas	MCY DSL	MCY NG	MCY Gas	MCY DSL	MCY NG	MCY Gas	MCY DSL	MCY NG	
CH4_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CH4_RUNEX	0.383298034	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.383298034
CH4_STREX	0.237101158	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.237101158
CO_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CO_RUNEX	19.74398471	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	19.74398471
CO_STREX	8.467870083	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	8.467870083
CO2_NBIO_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CO2_NBIO_RUNEX	223.4539569	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	223.4539569
CO2_NBIO_STREX	60.30286137	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	60.30286137
NOX_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
NOX_RUNEX	1.133757106	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.133757106
NOX_STREX	0.263191322	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.263191322
PM10_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
PM10_PMBW	0.011760003	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.011760003
PM10_PMTW	0.004000001	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.004000001
PM10_RUNEX	0.002314602	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.002314602
PM10_STREX	0.00344551	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.00344551
PM25_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
PM25_PMBW	0.005040001	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.005040001
PM25_PMTW	0.001	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.001
PM25_RUNEX	0.002165897	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.002165897
PM25_STREX	0.003250763	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.003250763
ROG_DIURN	2.196652571	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.098326286
ROG_HTSK	0.69187704	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.69187704
ROG_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
ROG_RESTL	1.363752759	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.68187638
ROG_RUNEX	2.647083699	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.647083699
ROG_RUNLS	2.163250875	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.163250875
ROG_STREX	1.836073919	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.836073919
SO2_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
SO2_RUNEX	0.002211258	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.002211258
SO2_STREX	0.000596746	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.000596746
TOG_DIURN	2.196652571	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.098326286
TOG_HTSK	0.69187704	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.69187704
TOG_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
TOG_RESTL	1.363752759	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.68187638
TOG_RUNEX	3.268561277	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	3.268561277
TOG_RUNLS	2.163250875	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.163250875
TOG_STREX	1.997967654	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.997967654
CH4_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CH4_RUNEX	0.375472696	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.375472696
CH4_STREX	0.211387873	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.211387873
CO_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CO_RUNEX	18.94496473	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	18.94496473
CO_STREX	7.729527101	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	7.729527101
CO2_NBIO_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CO2_NBIO_RUNEX	221.9377647	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	221.9377647
CO2_NBIO_STREX	58.43135306	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	58.43135306
NOX_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
NOX_RUNEX	0.990253812	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.990253812
NOX_STREX	0.249365973	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152			

CH4_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CH4_RUNEX	0.385048536	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.385048536
CH4_STREX	0.242547683	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.242547683
CO_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CO_RUNEX	19.90326165	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	19.90326165
CO_STREX	8.609612178	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	8.609612178
CO2_NBIO_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
CO2_NBIO_RUNEX	223.7621943	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	223.7621943
CO2_NBIO_STREX	60.67720073	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	60.67720073
NOX_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
NOX_RUNEX	1.107194869	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.107194869
NOX_STREX	0.266445751	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.266445751
PM10_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
PM10_PMBW	0.011760003	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.011760003
PM10_PMTW	0.004000001	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.004000001
PM10_RUNEX	0.002314602	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.002314602
PM10_STREX	0.00344551	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.00344551
PM25_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
PM25_PMBW	0.005040001	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.005040001
PM25_PMTW	0.001	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.001
PM25_RUNEX	0.002165897	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.002165897
PM25_STREX	0.003250763	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.003250763
ROG_DIURN	2.386563527	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.193281763
ROG_HTSK	0.890111922	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.890111922
ROG_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
ROG_RESTL	1.308935328	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.654467664
ROG_RUNEX	2.662795571	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.662795571
ROG_RUNLS	2.477617322	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.477617322
ROG_STREX	1.881113642	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.881113642
SO2_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
SO2_RUNEX	0.002214308	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.002214308
SO2_STREX	0.00060045	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.00060045
TOG_DIURN	2.386563527	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	1.193281763
TOG_HTSK	0.890111922	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.890111922
TOG_IDLEX	0	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0
TOG_RESTL	1.308935328	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	0.654467664
TOG_RUNEX	3.287310324	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	3.287310324
TOG_RUNLS	2.477617322	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.477617322
TOG_STREX	2.046965596	0	0	162674.9076	0	0	1166527.499	0	0	325349.8152	0	0	2.046965596

SBUS CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: SBUS												CalEEMod Emission Rate	
	Emission Rates		Population			VMT			Trips					
	Gas	DSL	NG	SBUS Gas	SBUS DSL	SBUS NG	SBUS Gas	SBUS DSL	SBUS NG	SBUS Gas	SBUS DSL	SBUS NG		
CH4_IDLEX	2.40435301	0.014250226	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.065664816	
CH4_RUNEX	0.013031167	0.005667334	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.007970136	
CH4_STREX	0.057269332	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.00615127	
CO_IDLEX	81.96026688	6.139538807	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	2.675711515	
CO_RUNEX	1.402152447	0.343426599	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.67450895	
CO_STREX	8.027677564	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.862248762	
CO2_NBIO_IDLEX	2644.128202	3660.618053	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	354.1442866	
CO2_NBIO_RUNEX	887.9592647	1244.986334	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	1133.337637	
CO2_NBIO_STREX	48.5905735	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	5.219088775	
NOX_IDLEX	0.92338533	43.09148434	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	3.357855057	
NOX_RUNEX	0.452006343	7.402431801	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	5.228910485	
NOX_STREX	0.594278192	0.821464403	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.797062447	
PM10_IDLEX	0	0.063238795	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.004891423	
PM10_PMBW	0.744800204	0.744800213	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.74480021	
PM10_PMTW	0.008000002	0.012000003	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.010749132	
PM10_RUNEX	0.001096664	0.045883651	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.031877966	
PM10_STREX	0.000422223	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	4.53507E-05	
PM25_IDLEX	0	0.060503112	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.004679823	
PM25_PMBW	0.319200087	0.319200091	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.31920009	
PM25_PMTW	0.002000001	0.003000001	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.002687283	
PM25_RUNEX	0.001008342	0.043898745	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.030486155	
PM25_STREX	0.000388218	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	4.16983E-05	
ROG_DIURN	0.034742278	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.000932913	
ROG_HTSK	0.074382648	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.007989402	
ROG_IDLEX	10.59516639	0.306803454	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.308236132	
ROG_RESTL	0.017644016	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.000473784	
ROG_RUNEX	0.064525855	0.122016156	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.104037919	
ROG_RUNLS	0.532265579	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.057170375	
ROG_STREX	0.330711136	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.035521515	
SO2_IDLEX	0.026165792	0.034583704	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.00337761	
SO2_RUNEX	0.008787077	0.011762014	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.010831698	
SO2_STREX	0.000480843	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	5.16471E-05	
TOG_DIURN	0.034742278	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.000932913	
TOG_HTSK	0.074382648	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.007989402	
TOG_IDLEX	15.46044192	0.349272378	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.442165231	
TOG_RESTL	0.017644016	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.000473784	
TOG_RUNEX	0.094155976	0.138906106	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.124911946	
TOG_RUNLS	0.532265579	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.057170375	
TOG_STREX	0.362087067	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.038891588	
CH4_IDLEX	2.40													

CH4_IDLEX	2.403961481	0.014604698	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.065681721
CH4_RUNEX	0.012943605	0.005667334	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.007942753
CH4_STREX	0.058686339	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.00630347
CO_IDLEX	81.96026688	6.873110352	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	2.732452144
CO_RUNEX	1.392603644	0.343426599	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.67152287
CO_STREX	8.30767376	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.892323011
CO2_NBIO_IDLEX	2644.128202	3502.445203	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	341.9098602
CO2_NBIO_RUNEX	887.9421789	1244.986334	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	1133.332294
CO2_NBIO_STREX	49.06196485	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	5.26972068
NOX_IDLEX	0.92338533	41.698756	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	3.250129663
NOX_RUNEX	0.443100396	7.273815661	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	5.137729845
NOX_STREX	0.603308893	0.821464403	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.79803243
PM10_IDLEX	0	0.076823438	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.005942175
PM10_PMBW	0.744800204	0.744800213	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.74480021
PM10_PMTW	0.008000002	0.012000003	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.010749132
PM10_RUNEX	0.001096664	0.045883651	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.031877966
PM10_STREX	0.000422223	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	4.53507E-05
PM25_IDLEX	0	0.07350009	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.005685119
PM25_PMBW	0.319200087	0.319200091	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.31920009
PM25_PMTW	0.002000001	0.003000001	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.002687283
PM25_RUNEX	0.001008342	0.043898745	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.030486155
PM25_STREX	0.000388218	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	4.16983E-05
ROG_DIURN	0.036109256	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.000969619
ROG_HTSK	0.080225268	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.008616955
ROG_IDLEX	10.59516639	0.314435148	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.308826432
ROG_RESTL	0.017108358	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.0004594
ROG_RUNEX	0.06407362	0.122016156	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.103896497
ROG_RUNLS	0.653242228	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.070164415
ROG_STREX	0.338926665	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.036403941
SO2_IDLEX	0.026165792	0.033089366	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.003262025
SO2_RUNEX	0.008786908	0.011762014	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.010831645
SO2_STREX	0.000485508	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	5.21482E-05
TOG_DIURN	0.036109256	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.000969619
TOG_HTSK	0.080225268	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.008616955
TOG_IDLEX	15.46044192	0.35796048	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.442837242
TOG_RESTL	0.017108358	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.0004594
TOG_RUNEX	0.093496076	0.138906106	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.124705584
TOG_RUNLS	0.653242228	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.070164415
TOG_STREX	0.371082036	0	0	1174.759873	3383.904588	0	48830.15752	107317.5496	0	4699.039492	39049.78978	0	0.039857733

MH CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: MH												CalEEMod Emission
	Emission Rates			Population			VMT			Trips			
	Gas	DSL	NG	MH Gas	MH DSL	MH NG	MH Gas	MH DSL	MH NG	MH Gas	MH DSL	MH NG	Rate
CH4_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CH4_RUNEX	0.003433632	0.003433632	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.003433632
CH4_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO_RUNEX	0.308172118	0.308172118	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.308172118
CO_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO2_NBIO_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO2_NBIO_RUNEX	992.0534837	992.0534837	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	992.0534837
CO2_NBIO_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
NOX_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
NOX_RUNEX	3.851053637	3.851053637	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	3.851053637
NOX_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM10_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM10_PMBW	0.130340037	0.130340037	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.130340037
PM10_PMTW	0.016000005	0.016000005	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.016000005
PM10_RUNEX	0.091837035	0.091837035	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.091837035
PM10_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM25_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM25_PMBW	0.055860016	0.055860016	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.055860016
PM25_PMTW	0.004000001	0.004000001	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.004000001
PM25_RUNEX	0.087864205	0.087864205	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.087864205
PM25_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_DIURN	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_HTSK	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_RESTL	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_RUNEX	0.073924069	0.073924069	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.073924069
ROG_RUNLS	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
SO2_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
SO2_RUNEX	0.009378473	0.009378473	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.009378473
SO2_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_DIURN	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_HTSK	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_RESTL	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_RUNEX	0.084157637	0.084157637	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.084157637
TOG_RUNLS	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CH4_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CH4_RUNEX	0.003433632	0.003433632	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.003433632
CH4_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	

CH4_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CH4_RUNEX	0.003433632	0.003433632	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.003433632
CH4_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO_RUNEX	0.308172118	0.308172118	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.308172118
CO_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO2_NBIO_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
CO2_NBIO_RUNEX	992.0534837	992.0534837	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	992.0534837
CO2_NBIO_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
NOX_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
NOX_RUNEX	3.778944235	3.778944235	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	3.778944235
NOX_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM10_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM10_PMBW	0.130340037	0.130340037	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.130340037
PM10_PMTW	0.016000005	0.016000005	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.016000005
PM10_RUNEX	0.091837035	0.091837035	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.091837035
PM10_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM25_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
PM25_PMBW	0.055860016	0.055860016	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.055860016
PM25_PMTW	0.004000001	0.004000001	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.004000001
PM25_RUNEX	0.087864205	0.087864205	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.087864205
PM25_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_DIURN	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_HTSK	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_RESTL	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_RUNEX	0.073924069	0.073924069	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.073924069
ROG_RUNLS	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
ROG_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
SO2_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
SO2_RUNEX	0.009378473	0.009378473	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.009378473
SO2_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_DIURN	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_HTSK	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_IDLEX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_RESTL	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_RUNEX	0.084157637	0.084157637	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0.084157637
TOG_RUNLS	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0
TOG_STREX	0	0	0	18811.68292	5250.292691	0	189118.5703	55996.49428	0	1881.920759	525.0292691	0	0

EMFAC2017 Derived CalEEMod Annual Emission Rates: Heavy Duty Trucks - Year 2020^{1,2}

Season	Pollutant	LDA	LDT1	LDT2	MDV	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	MCY	SBUS	MH
Annual	CH4_IDLEX	0	0	0	0	0	0	0	0.019984312	0	0	0	0	0
Annual	CH4_RUNEX	0	0	0	0	0	0	0	0.01072634	0	0	0	0	0
Annual	CH4_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	CO_IDLEX	0	0	0	0	0	0	0	4.480492432	0	0	0	0	0
Annual	CO_RUNEX	0	0	0	0	0	0	0	0.767191622	0	0	0	0	0
Annual	CO_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	CO2_NBIO_IDLEX	0	0	0	0	0	0	0	1238.853537	0	0	0	0	0
Annual	CO2_NBIO_RUNEX	0	0	0	0	0	0	0	1766.896007	0	0	0	0	0
Annual	CO2_NBIO_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	NOX_IDLEX	0	0	0	0	0	0	0	7.492261351	0	0	0	0	0
Annual	NOX_RUNEX	0	0	0	0	0	0	0	5.937018655	0	0	0	0	0
Annual	NOX_STREX ³	0	0	0	0	0	0	0	1.035967182	0	0	0	0	0
Annual	PM10_IDLEX	0	0	0	0	0	0	0	0.002515087	0	0	0	0	0
Annual	PM10_PMBW	0	0	0	0	0	0	0	0.061740018	0	0	0	0	0
Annual	PM10_PMTW	0	0	0	0	0	0	0	0.03600001	0	0	0	0	0
Annual	PM10_RUNEX	0	0	0	0	0	0	0	0.040083432	0	0	0	0	0
Annual	PM10_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	PM25_IDLEX	0	0	0	0	0	0	0	0.002406286	0	0	0	0	0
Annual	PM25_PMBW	0	0	0	0	0	0	0	0.026460008	0	0	0	0	0
Annual	PM25_PMTW	0	0	0	0	0	0	0	0.009000003	0	0	0	0	0
Annual	PM25_RUNEX	0	0	0	0	0	0	0	0.038349441	0	0	0	0	0
Annual	PM25_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	ROG_DIURN	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	ROG_HTSK	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	ROG_IDLEX	0	0	0	0	0	0	0	0.430256747	0	0	0	0	0
Annual	ROG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	ROG_RUNEX	0	0	0	0	0	0	0	0.230935169	0	0	0	0	0
Annual	ROG_RUNLS	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	ROG_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	SO2_IDLEX	0	0	0	0	0	0	0	0.011704074	0	0	0	0	0
Annual	SO2_RUNEX	0	0	0	0	0	0	0	0.016692757	0	0	0	0	0
Annual	SO2_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	TOG_DIURN	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	TOG_HTSK	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	TOG_IDLEX	0	0	0	0	0	0	0	0.489814555	0	0	0	0	0
Annual	TOG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	TOG_RUNEX	0	0	0	0	0	0	0	0.262902111	0	0	0	0	0
Annual	TOG_RUNLS	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual	TOG_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	CH4_IDLEX	0	0	0	0	0	0	0	0.020202388	0	0	0	0	0
Summer	CH4_RUNEX	0	0	0	0	0	0	0	0.01072634	0	0	0	0	0
Summer	CH4_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	CO_IDLEX	0	0	0	0	0	0	0	4.237684831	0	0	0	0	0

Summer	CO_RUNEX	0	0	0	0	0	0	0	0.767191622	0	0	0	0	0
Summer	CO_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	CO2_NBIO_IDLEX	0	0	0	0	0	0	0	1262.431656	0	0	0	0	0
Summer	CO2_NBIO_RUNEX	0	0	0	0	0	0	0	1766.896007	0	0	0	0	0
Summer	CO2_NBIO_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	NOX_IDLEX	0	0	0	0	0	0	0	7.501393732	0	0	0	0	0
Summer	NOX_RUNEX	0	0	0	0	0	0	0	5.621399564	0	0	0	0	0
Summer	NOX_STREX ³	0	0	0	0	0	0	0	1.035967182	0	0	0	0	0
Summer	PM10_IDLEX	0	0	0	0	0	0	0	0.00220345	0	0	0	0	0
Summer	PM10_PMBW	0	0	0	0	0	0	0	0.061740018	0	0	0	0	0
Summer	PM10_PMTW	0	0	0	0	0	0	0	0.03600001	0	0	0	0	0
Summer	PM10_RUNEX	0	0	0	0	0	0	0	0.040083432	0	0	0	0	0
Summer	PM10_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	PM25_IDLEX	0	0	0	0	0	0	0	0.00210813	0	0	0	0	0
Summer	PM25_PMBW	0	0	0	0	0	0	0	0.026460008	0	0	0	0	0
Summer	PM25_PMTW	0	0	0	0	0	0	0	0.009000003	0	0	0	0	0
Summer	PM25_RUNEX	0	0	0	0	0	0	0	0.038349441	0	0	0	0	0
Summer	PM25_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	ROG_DIURN	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	ROG_HTSK	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	ROG_IDLEX	0	0	0	0	0	0	0	0.434951878	0	0	0	0	0
Summer	ROG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	ROG_RUNEX	0	0	0	0	0	0	0	0.230935169	0	0	0	0	0
Summer	ROG_RUNLS	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	ROG_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	SO2_IDLEX	0	0	0	0	0	0	0	0.011926828	0	0	0	0	0
Summer	SO2_RUNEX	0	0	0	0	0	0	0	0.016692757	0	0	0	0	0
Summer	SO2_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	TOG_DIURN	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	TOG_HTSK	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	TOG_IDLEX	0	0	0	0	0	0	0	0.495159604	0	0	0	0	0
Summer	TOG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	TOG_RUNEX	0	0	0	0	0	0	0	0.262902111	0	0	0	0	0
Summer	TOG_RUNLS	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer	TOG_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	CH4_IDLEX	0	0	0	0	0	0	0	0.019683158	0	0	0	0	0
Winter	CH4_RUNEX	0	0	0	0	0	0	0	0.01072634	0	0	0	0	0
Winter	CH4_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	CO_IDLEX	0	0	0	0	0	0	0	4.815798167	0	0	0	0	0
Winter	CO_RUNEX	0	0	0	0	0	0	0	0.767191622	0	0	0	0	0
Winter	CO_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	CO2_NBIO_IDLEX	0	0	0	0	0	0	0	1206.293278	0	0	0	0	0
Winter	CO2_NBIO_RUNEX	0	0	0	0	0	0	0	1766.896007	0	0	0	0	0
Winter	CO2_NBIO_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	NOX_IDLEX	0	0	0	0	0	0	0	7.479649967	0	0	0	0	0
Winter	NOX_RUNEX	0	0	0	0	0	0	0	5.835361789	0	0	0	0	0

Winter	NOX_STREX ³	0	0	0	0	0	0	1.035967182	0	0	0	0	0	0
Winter	PM10_IDLEX	0	0	0	0	0	0	0.002945443	0	0	0	0	0	0
Winter	PM10_PMBW	0	0	0	0	0	0	0.061740018	0	0	0	0	0	0
Winter	PM10_PMTW	0	0	0	0	0	0	0.03600001	0	0	0	0	0	0
Winter	PM10_RUNEX	0	0	0	0	0	0	0.040083432	0	0	0	0	0	0
Winter	PM10_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	PM25_IDLEX	0	0	0	0	0	0	0.002818024	0	0	0	0	0	0
Winter	PM25_PMBW	0	0	0	0	0	0	0.026460008	0	0	0	0	0	0
Winter	PM25_PMTW	0	0	0	0	0	0	0.009000003	0	0	0	0	0	0
Winter	PM25_RUNEX	0	0	0	0	0	0	0.038349441	0	0	0	0	0	0
Winter	PM25_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	ROG_DIURN	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	ROG_HTSK	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	ROG_IDLEX	0	0	0	0	0	0	0.423772995	0	0	0	0	0	0
Winter	ROG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	ROG_RUNEX	0	0	0	0	0	0	0.230935169	0	0	0	0	0	0
Winter	ROG_RUNLS	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	ROG_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	SO2_IDLEX	0	0	0	0	0	0	0.011396461	0	0	0	0	0	0
Winter	SO2_RUNEX	0	0	0	0	0	0	0.016692757	0	0	0	0	0	0
Winter	SO2_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	TOG_DIURN	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	TOG_HTSK	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	TOG_IDLEX	0	0	0	0	0	0	0.482433296	0	0	0	0	0	0
Winter	TOG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	TOG_RUNEX	0	0	0	0	0	0	0.262902111	0	0	0	0	0	0
Winter	TOG_RUNLS	0	0	0	0	0	0	0	0	0	0	0	0	0
Winter	TOG_STREX	0	0	0	0	0	0	0	0	0	0	0	0	0

1 Source: California Air Resources Board. EMFAC2017 Web Database. <https://www.arb.ca.gov/emfac/2017/>; California Air Pollution Control Officers Association (CAPCOA). 2017, November. California Emissions Estimator Model User's Guide, Version 2016.3.2, Appendix A.

2 Unless otherwise noted, per CalEEMod methodology, the calculated CalEEMod emission rates are derived from the emission rates obtained using the EMFAC2017 Web Database for the Los Angeles (SC) region. HHDT emission rates based on "T7 POLA" emissions data.

3 Because EMFAC2017 provides vehicle trips data for MHDT and HHDT diesel trucks, the formula provided in Appendix A of the CalEEMod User's Guide in calculating the NO_x STREX emission rates are utilized.

HHD CalEEMod Emission Rate Worksheet

Pollutant	Vehicle Class: HHDT											CalEEMod Emission Rate
	Gas	DSL	NG	HHDT Gas	HHDT DSL	HHDT NG	HHDT Gas	VMT	HHDT DSL	HHDT NG	Trips	
CH4_IDLEX	0	0.151880768	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CH4_RUNEX	0	0.01072634	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CH4_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO_IDLEX	0	34.05174248	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO_RUNEX	0	0.767191622	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO2_NBIO_IDLEX	0	9415.286881	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO2_NBIO_RUNEX	0	1766.896007	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO2_NBIO_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
NOX_IDLEX	0	56.94118627	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
NOX_RUNEX	0	5.937018655	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
NOX_STREX	0	1.035967182	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM10_IDLEX	0	0.019114663	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM10_PMBW	0	0.061740018	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM10_PMTW	0	0.036000001	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM10_RUNEX	0	0.040083432	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM10_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM25_IDLEX	0	0.018287772	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM25_PMBW	0	0.026460008	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM25_PMTW	0	0.009000003	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM25_RUNEX	0	0.038349441	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM25_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
ROG_DIURN	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
ROG_HTSK	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
ROG_IDLEX	0	3.269951278	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
ROG_RESTL	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
ROG_RUNEX	0	0.230935169	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.230935169
ROG_RUNLS	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
ROG_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
SO2_IDLEX	0	0.088950962	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.011704074
SO2_RUNEX	0	0.016692757	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.016692757
SO2_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
TOG_DIURN	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
TOG_HTSK	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
TOG_IDLEX	0	3.722590617	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.489814555
TOG_RESTL	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
TOG_RUNEX	0	0.262902111	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.262902111
TOG_RUNLS	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
TOG_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CH4_IDLEX	0	0.15353815	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.020202388
CH4_RUNEX	0	0.01072634	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.01072634
CH4_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO_IDLEX	0	32.20640471	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	4.237684831
CO_RUNEX	0	0.767191622	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.767191622
CO_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
CO2_NBIO_IDLEX	0	9594.480582	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	1262.431656
CO2_NBIO_RUNEX	0	1766.896007	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	1766.896007
CO2_NBIO_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
NOX_IDLEX	0	57.01059237	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	7.501393732
NOX_RUNEX	0	5.621399564	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	5.621399564
NOX_STREX	0	1.035967182	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	1.035967182
PM10_IDLEX	0	0.016746223	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.00220345
PM10_PMBW	0	0.061740018	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.061740018
PM10_PMTW	0	0.036000001	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.036000001
PM10_RUNEX	0	0.040083432	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.040083432
PM10_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0
PM25_IDLEX	0	0.016021789	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0.0

CH4_IDLEX	0	0.149592001	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.019683158
CH4_RUNEX	0	0.01072634	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.01072634
CH4_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
CO_IDLEX	0	36.60006607	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	4.815798167
CO_RUNEX	0	0.767191622	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.767191622
CO_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
CO2_NBIO_IDLEX	0	9167.828912	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	1206.293278
CO2_NBIO_RUNEX	0	1766.896007	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	1766.896007
CO2_NBIO_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
NOX_IDLEX	0	56.84533975	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	7.479649967
NOX_RUNEX	0	5.835361789	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	5.835361789
NOX_STREX	0	1.035967182	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	1.035967182
PM10_IDLEX	0	0.022385367	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.002945443
PM10_PMBW	0	0.061740018	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.061740018
PM10_PMTW	0	0.036000001	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.036000001
PM10_RUNEX	0	0.040083432	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.040083432
PM10_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
PM25_IDLEX	0	0.021416986	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.002818024
PM25_PMBW	0	0.026460008	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.026460008
PM25_PMTW	0	0.009000003	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.009000003
PM25_RUNEX	0	0.038349441	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.038349441
PM25_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
ROG_DIURN	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
ROG_HTSK	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
ROG_IDLEX	0	3.22067476	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.423772995
ROG_RESTL	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
ROG_RUNEX	0	0.230935169	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.230935169
ROG_RUNLS	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
ROG_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
SO2_IDLEX	0	0.086613102	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.011396461
SO2_RUNEX	0	0.016692757	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.016692757
SO2_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
TOG_DIURN	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
TOG_HTSK	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
TOG_IDLEX	0	3.666493052	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.482433296
TOG_RESTL	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
TOG_RUNEX	0	0.262902111	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0.262902111
TOG_RUNLS	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0
TOG_STREX	0	0	0	0	7781.592157	0	0	952721.9886	0	0	59140.10039	0	0

3. CalEEMod Output: Employees

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Employees - Los Angeles-South Coast County, Annual

Employees
Los Angeles-South Coast County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - See assumptions file.

Table Name	Column Name	Default Value	New Value

tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDT1	0.05	0.05
tblFleetMix	LDT2	0.20	0.22
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	5.4260e-003
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblVehicleEF	HHD	0.68	0.03
tblVehicleEF	HHD	0.09	0.08
tblVehicleEF	HHD	0.10	5.4116e-007
tblVehicleEF	HHD	2.75	5.64
tblVehicleEF	HHD	1.17	0.78
tblVehicleEF	HHD	3.50	0.01
tblVehicleEF	HHD	4,770.40	1,146.12
tblVehicleEF	HHD	1,679.50	1,557.30
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	22.90	6.45
tblVehicleEF	HHD	4.59	4.62
tblVehicleEF	HHD	19.58	1.76
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06

tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.8948e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.2200e-004	1.0585e-005
tblVehicleEF	HHD	5.6590e-003	4.4543e-004
tblVehicleEF	HHD	0.69	0.46
tblVehicleEF	HHD	9.1000e-005	7.4025e-006
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	4.9400e-004	2.2805e-003
tblVehicleEF	HHD	0.10	2.8570e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6600e-004	1.1264e-006
tblVehicleEF	HHD	1.2200e-004	1.0585e-005
tblVehicleEF	HHD	5.6590e-003	4.4543e-004
tblVehicleEF	HHD	0.80	0.53
tblVehicleEF	HHD	9.1000e-005	7.4025e-006
tblVehicleEF	HHD	0.27	0.25
tblVehicleEF	HHD	4.9400e-004	2.2805e-003
tblVehicleEF	HHD	0.11	3.1281e-006
tblVehicleEF	HHD	0.64	0.03
tblVehicleEF	HHD	0.09	0.08

tblVehicleEF	HHD	0.09	5.1842e-007
tblVehicleEF	HHD	2.00	5.48
tblVehicleEF	HHD	1.17	0.78
tblVehicleEF	HHD	3.33	0.01
tblVehicleEF	HHD	5,051.17	1,147.09
tblVehicleEF	HHD	1,679.50	1,557.30
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	23.63	6.31
tblVehicleEF	HHD	4.34	4.37
tblVehicleEF	HHD	19.57	1.75
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.8948e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.8800e-004	1.6671e-005
tblVehicleEF	HHD	5.7950e-003	4.5234e-004
tblVehicleEF	HHD	0.65	0.48
tblVehicleEF	HHD	1.3300e-004	1.1389e-005
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	4.8300e-004	2.2546e-003
tblVehicleEF	HHD	0.10	2.7448e-006

tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6300e-004	1.1175e-006
tblVehicleEF	HHD	1.8800e-004	1.6671e-005
tblVehicleEF	HHD	5.7950e-003	4.5234e-004
tblVehicleEF	HHD	0.76	0.55
tblVehicleEF	HHD	1.3300e-004	1.1389e-005
tblVehicleEF	HHD	0.27	0.25
tblVehicleEF	HHD	4.8300e-004	2.2546e-003
tblVehicleEF	HHD	0.11	3.0052e-006
tblVehicleEF	HHD	0.73	0.02
tblVehicleEF	HHD	0.09	6.9414e-003
tblVehicleEF	HHD	0.10	5.4651e-007
tblVehicleEF	HHD	3.78	5.78
tblVehicleEF	HHD	1.16	0.60
tblVehicleEF	HHD	3.53	0.01
tblVehicleEF	HHD	4,382.68	1,127.64
tblVehicleEF	HHD	1,679.50	1,508.51
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	21.89	6.53
tblVehicleEF	HHD	4.51	4.48
tblVehicleEF	HHD	19.58	1.76
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006

tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.7700e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.2200e-004	1.1183e-005
tblVehicleEF	HHD	6.2650e-003	5.2534e-004
tblVehicleEF	HHD	0.74	0.44
tblVehicleEF	HHD	8.8000e-005	7.4331e-006
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	5.3300e-004	2.4138e-003
tblVehicleEF	HHD	0.10	2.8828e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6700e-004	1.1281e-006
tblVehicleEF	HHD	1.2200e-004	1.1183e-005
tblVehicleEF	HHD	6.2650e-003	5.2534e-004
tblVehicleEF	HHD	0.86	0.50
tblVehicleEF	HHD	8.8000e-005	7.4331e-006
tblVehicleEF	HHD	0.27	0.17
tblVehicleEF	HHD	5.3300e-004	2.4138e-003
tblVehicleEF	HHD	0.11	3.1564e-006
tblVehicleEF	LDA	6.5530e-003	4.0136e-003
tblVehicleEF	LDA	7.1270e-003	0.06
tblVehicleEF	LDA	0.76	0.86
tblVehicleEF	LDA	1.42	2.23
tblVehicleEF	LDA	296.37	286.76

tblVehicleEF	LDA	61.25	56.46
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.10	0.27
tblVehicleEF	LDA	2.9700e-003	2.8369e-003
tblVehicleEF	LDA	6.3700e-004	5.5869e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.11	0.30
tblVehicleEF	LDA	6.9520e-003	4.2787e-003
tblVehicleEF	LDA	6.3260e-003	0.05

tblVehicleEF	LDA	0.83	0.94
tblVehicleEF	LDA	1.21	1.90
tblVehicleEF	LDA	310.18	299.35
tblVehicleEF	LDA	61.25	55.84
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	3.1090e-003	2.9615e-003
tblVehicleEF	LDA	6.3300e-004	5.5255e-004
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.22

tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDA	6.4200e-003	3.9296e-003
tblVehicleEF	LDA	7.2950e-003	0.06
tblVehicleEF	LDA	0.73	0.83
tblVehicleEF	LDA	1.46	2.31
tblVehicleEF	LDA	291.32	282.10
tblVehicleEF	LDA	61.25	56.60
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.13	0.13
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDA	2.9190e-003	2.7908e-003
tblVehicleEF	LDA	6.3800e-004	5.6011e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.13	0.13

tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.11	0.31
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	2.02	1.84
tblVehicleEF	LDT1	3.43	2.45
tblVehicleEF	LDT1	360.63	336.32
tblVehicleEF	LDT1	73.09	67.01
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.20	0.30
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.19	0.82
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT1	3.6330e-003	3.3281e-003

tblVehicleEF	LDT1	7.9100e-004	6.6309e-004
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.19	0.82
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	2.18	1.99
tblVehicleEF	LDT1	2.91	2.08
tblVehicleEF	LDT1	376.30	349.17
tblVehicleEF	LDT1	73.09	66.26
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tblVehicleEF	LDT1	0.18	0.28
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.23	0.24
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.05	0.05

tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.7920e-003	3.4553e-003
tblVehicleEF	LDT1	7.8200e-004	6.5566e-004
tblVehicleEF	LDT1	0.23	0.24
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.96	1.78
tblVehicleEF	LDT1	3.54	2.53
tblVehicleEF	LDT1	354.88	331.57
tblVehicleEF	LDT1	73.09	67.18
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.15	0.16

tblVehicleEF	LDT1	0.35	0.27
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.23	0.98
tblVehicleEF	LDT1	0.25	0.45
tblVehicleEF	LDT1	3.5750e-003	3.2810e-003
tblVehicleEF	LDT1	7.9300e-004	6.6480e-004
tblVehicleEF	LDT1	0.15	0.16
tblVehicleEF	LDT1	0.35	0.27
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.23	0.98
tblVehicleEF	LDT1	0.27	0.50
tblVehicleEF	LDT2	8.6320e-003	6.3277e-003
tblVehicleEF	LDT2	8.2970e-003	0.08
tblVehicleEF	LDT2	0.97	1.23
tblVehicleEF	LDT2	1.67	2.86
tblVehicleEF	LDT2	408.00	367.53
tblVehicleEF	LDT2	83.22	73.71
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.14	0.35
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003

tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.38
tblVehicleEF	LDT2	4.0880e-003	3.6361e-003
tblVehicleEF	LDT2	8.6100e-004	7.2940e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.41
tblVehicleEF	LDT2	9.1430e-003	6.7251e-003
tblVehicleEF	LDT2	7.3790e-003	0.07
tblVehicleEF	LDT2	1.07	1.35
tblVehicleEF	LDT2	1.43	2.44
tblVehicleEF	LDT2	426.32	380.44
tblVehicleEF	LDT2	83.22	72.90
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.13	0.32
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003

tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.08	0.12
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tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LDT2	4.2730e-003	3.7639e-003
tblVehicleEF	LDT2	8.5600e-004	7.2140e-004
tblVehicleEF	LDT2	0.08	0.12
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tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	8.4620e-003	6.2016e-003
tblVehicleEF	LDT2	8.4930e-003	0.08
tblVehicleEF	LDT2	0.94	1.19
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tblVehicleEF	LDT2	401.27	362.75
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tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.15	0.35

tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
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tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.11	0.39
tblVehicleEF	LDT2	4.0210e-003	3.5889e-003
tblVehicleEF	LDT2	8.6200e-004	7.3126e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.52
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tblVehicleEF	LHD1	622.45	695.35
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tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
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tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
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tblVehicleEF	LHD1	3.4680e-003	2.9778e-003
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tblVehicleEF	LHD1	0.16	0.20
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tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.38
tblVehicleEF	LHD1	35.85	13.33
tblVehicleEF	LHD1	0.07	0.05
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tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
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tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003

tblVehicleEF	LHD1	9.1880e-003	6.6075e-003
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tblVehicleEF	LHD1	2.9180e-003	2.4685e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.32	0.62
tblVehicleEF	LHD1	0.31	0.09
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tblVehicleEF	LHD1	0.32	0.62
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tblVehicleEF	LHD1	0.02	7.2362e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.06	0.85
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tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.35

tblVehicleEF	LHD1	35.85	13.45
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	1.13	0.80
tblVehicleEF	LHD1	1.14	0.38
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
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tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.0330e-003	1.7530e-003
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tblVehicleEF	LHD1	0.35	0.70
tblVehicleEF	LHD1	0.32	0.10
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tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.03	0.03

tblVehicleEF	LHD1	2.0330e-003	1.7530e-003
tblVehicleEF	LHD1	0.10	0.07
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tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003

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tblVehicleEF	MCY	3.8350e-003	3.2508e-003
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tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003

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tblVehicleEF	MCY	1.0000e-003	1.0000e-003
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tblVehicleEF	MCY	9.76	8.61
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tblVehicleEF	MCY	0.31	0.27

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tblVehicleEF	MCY	0.73	2.48
tblVehicleEF	MCY	2.12	1.88
tblVehicleEF	MCY	2.2750e-003	2.2143e-003
tblVehicleEF	MCY	6.7500e-004	6.0045e-004
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tblVehicleEF	MCY	0.63	0.65
tblVehicleEF	MCY	3.26	3.29
tblVehicleEF	MCY	0.73	2.48
tblVehicleEF	MCY	2.31	2.05
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tblVehicleEF	MDV	1.77	1.63
tblVehicleEF	MDV	3.11	3.48
tblVehicleEF	MDV	543.27	449.17

tblVehicleEF	MDV	109.34	89.67
tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	0.29	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.09	0.47
tblVehicleEF	MDV	0.25	0.49
tblVehicleEF	MDV	5.4490e-003	4.4414e-003
tblVehicleEF	MDV	1.1480e-003	8.8732e-004
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.47
tblVehicleEF	MDV	0.27	0.54
tblVehicleEF	MDV	0.02	9.6792e-003
tblVehicleEF	MDV	0.02	0.09

tblVehicleEF	MDV	1.90	1.75
tblVehicleEF	MDV	2.66	2.97
tblVehicleEF	MDV	567.14	462.77
tblVehicleEF	MDV	109.34	88.67
tblVehicleEF	MDV	0.17	0.14
tblVehicleEF	MDV	0.26	0.39
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.22	0.44
tblVehicleEF	MDV	5.6890e-003	4.5760e-003
tblVehicleEF	MDV	1.1400e-003	8.7748e-004
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.44

tblVehicleEF	MDV	0.24	0.48
tblVehicleEF	MDV	0.02	9.0788e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.72	1.59
tblVehicleEF	MDV	3.20	3.60
tblVehicleEF	MDV	534.52	444.14
tblVehicleEF	MDV	109.34	89.90
tblVehicleEF	MDV	0.19	0.15
tblVehicleEF	MDV	0.29	0.43
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.55
tblVehicleEF	MDV	0.25	0.50
tblVehicleEF	MDV	5.3610e-003	4.3917e-003
tblVehicleEF	MDV	1.1500e-003	8.8960e-004
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.17

tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.55
tblVehicleEF	MDV	0.28	0.55
tblVehicleEF	MH	0.04	3.4336e-003
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tblVehicleEF	MH	0.01	0.02
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tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	0.08	0.00
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tblVehicleEF	MH	0.02	0.00
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tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00
tblVehicleEF	MH	0.18	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.47	0.00
tblVehicleEF	MH	0.04	3.4336e-003
tblVehicleEF	MH	0.03	0.00
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tblVehicleEF	MH	1.15	3.64
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tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.4630e-003	0.00
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tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.13	0.07

tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.41	0.00
tblVehicleEF	MH	0.01	9.3785e-003
tblVehicleEF	MH	7.5500e-004	0.00
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tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.18	0.08
tblVehicleEF	MH	0.02	0.00
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tblVehicleEF	MH	0.04	3.4336e-003
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tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	3.1950e-003	4.0000e-003
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tblVehicleEF	MH	0.51	0.00
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tblVehicleEF	MH	0.10	0.00
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tblVehicleEF	MHD	0.03	0.02
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tblVehicleEF	MHD	0.03	0.17
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tblVehicleEF	MHD	1.2830e-003	6.6568e-004
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tblVehicleEF	MHD	1.3410e-003	8.0902e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	8.3700e-004	4.9874e-004
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tblVehicleEF	MHD	0.03	0.17
tblVehicleEF	MHD	0.50	0.08
tblVehicleEF	MHD	0.02	4.2554e-003
tblVehicleEF	MHD	8.7760e-003	9.5515e-003

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tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	9.3600e-004	1.5493e-004
tblVehicleEF	MHD	1.8090e-003	1.8042e-003
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	8.6100e-004	1.4245e-004
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tblVehicleEF	MHD	3.0000e-003	3.0000e-003
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tblVehicleEF	MHD	0.03	0.18
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tblVehicleEF	OBUS	0.01	0.05
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tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
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tblVehicleEF	OBUS	0.06	0.09

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tblVehicleEF	OBUS	0.42	0.14
tblVehicleEF	SBUS	0.88	0.07
tblVehicleEF	SBUS	0.01	7.9701e-003
tblVehicleEF	SBUS	0.07	6.1513e-003
tblVehicleEF	SBUS	7.89	2.68
tblVehicleEF	SBUS	0.84	0.67
tblVehicleEF	SBUS	7.67	0.86
tblVehicleEF	SBUS	1,153.25	354.14
tblVehicleEF	SBUS	1,098.50	1,133.34
tblVehicleEF	SBUS	52.01	5.22
tblVehicleEF	SBUS	10.62	3.36
tblVehicleEF	SBUS	4.93	5.23
tblVehicleEF	SBUS	12.73	0.80
tblVehicleEF	SBUS	0.01	4.8914e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.4700e-004	4.5351e-005
tblVehicleEF	SBUS	0.01	4.6798e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
tblVehicleEF	SBUS	3.4480e-003	9.3291e-004

tblVehicleEF	SBUS	0.03	7.9894e-003
tblVehicleEF	SBUS	0.96	0.31
tblVehicleEF	SBUS	1.6800e-003	4.7378e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.40	0.04
tblVehicleEF	SBUS	0.01	3.3776e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5300e-004	5.1647e-005
tblVehicleEF	SBUS	3.4480e-003	9.3291e-004
tblVehicleEF	SBUS	0.03	7.9894e-003
tblVehicleEF	SBUS	1.38	0.44
tblVehicleEF	SBUS	1.6800e-003	4.7378e-004
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tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.44	0.04
tblVehicleEF	SBUS	0.88	0.07
tblVehicleEF	SBUS	0.01	8.0602e-003
tblVehicleEF	SBUS	0.06	5.4885e-003
tblVehicleEF	SBUS	7.76	2.63
tblVehicleEF	SBUS	0.86	0.68
tblVehicleEF	SBUS	6.22	0.70
tblVehicleEF	SBUS	1,206.53	363.00
tblVehicleEF	SBUS	1,098.50	1,133.36
tblVehicleEF	SBUS	52.01	4.95
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tblVehicleEF	SBUS	0.01	4.1305e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.4700e-004	4.5351e-005
tblVehicleEF	SBUS	9.8410e-003	3.9518e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
tblVehicleEF	SBUS	5.0870e-003	1.3452e-003
tblVehicleEF	SBUS	0.03	8.1038e-003
tblVehicleEF	SBUS	0.95	0.31
tblVehicleEF	SBUS	2.4200e-003	6.5907e-004
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tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.36	0.03
tblVehicleEF	SBUS	0.01	3.4613e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2900e-004	4.9030e-005
tblVehicleEF	SBUS	5.0870e-003	1.3452e-003
tblVehicleEF	SBUS	0.03	8.1038e-003
tblVehicleEF	SBUS	1.37	0.44
tblVehicleEF	SBUS	2.4200e-003	6.5907e-004
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	0.01	0.05

tblVehicleEF	SBUS	0.39	0.03
tblVehicleEF	SBUS	0.88	0.07
tblVehicleEF	SBUS	0.01	7.9428e-003
tblVehicleEF	SBUS	0.07	6.3035e-003
tblVehicleEF	SBUS	8.07	2.73
tblVehicleEF	SBUS	0.84	0.67
tblVehicleEF	SBUS	7.93	0.89
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tblVehicleEF	SBUS	1,098.50	1,133.33
tblVehicleEF	SBUS	52.01	5.27
tblVehicleEF	SBUS	10.15	3.25
tblVehicleEF	SBUS	4.85	5.14
tblVehicleEF	SBUS	12.73	0.80
tblVehicleEF	SBUS	0.01	5.9422e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.4700e-004	4.5351e-005
tblVehicleEF	SBUS	0.01	5.6851e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
tblVehicleEF	SBUS	3.6280e-003	9.6962e-004
tblVehicleEF	SBUS	0.03	8.6170e-003
tblVehicleEF	SBUS	0.96	0.31
tblVehicleEF	SBUS	1.6230e-003	4.5940e-004

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tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.41	0.04
tblVehicleEF	SBUS	0.01	3.2620e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5700e-004	5.2148e-005
tblVehicleEF	SBUS	3.6280e-003	9.6962e-004
tblVehicleEF	SBUS	0.03	8.6170e-003
tblVehicleEF	SBUS	1.38	0.44
tblVehicleEF	SBUS	1.6230e-003	4.5940e-004
tblVehicleEF	SBUS	0.14	0.12
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.45	0.04
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	12.36	42.74
tblVehicleEF	UBUS	8.85	0.71
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.74
tblVehicleEF	UBUS	11.49	1.21
tblVehicleEF	UBUS	15.98	0.08
tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003

tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	4.1600e-003	6.1341e-004
tblVehicleEF	UBUS	0.07	7.6310e-003
tblVehicleEF	UBUS	2.3210e-003	4.4997e-004
tblVehicleEF	UBUS	0.96	0.16
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.66	0.05
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0390e-003	8.6510e-005
tblVehicleEF	UBUS	4.1600e-003	6.1341e-004
tblVehicleEF	UBUS	0.07	7.6310e-003
tblVehicleEF	UBUS	2.3210e-003	4.4997e-004
tblVehicleEF	UBUS	4.03	6.42
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.72	0.05
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.04	0.01
tblVehicleEF	UBUS	12.41	42.74
tblVehicleEF	UBUS	7.66	0.63
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.60
tblVehicleEF	UBUS	10.84	1.20
tblVehicleEF	UBUS	15.93	0.08
tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003

tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	5.9230e-003	8.8981e-004
tblVehicleEF	UBUS	0.07	7.8714e-003
tblVehicleEF	UBUS	3.1960e-003	6.2061e-004
tblVehicleEF	UBUS	0.97	0.16
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	0.60	0.04
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0190e-003	8.5055e-005
tblVehicleEF	UBUS	5.9230e-003	8.8981e-004
tblVehicleEF	UBUS	0.07	7.8714e-003
tblVehicleEF	UBUS	3.1960e-003	6.2061e-004
tblVehicleEF	UBUS	4.04	6.42
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	0.66	0.05
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	12.34	42.74
tblVehicleEF	UBUS	9.07	0.73
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.77
tblVehicleEF	UBUS	11.27	1.20
tblVehicleEF	UBUS	15.99	0.08

tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	4.7740e-003	6.0073e-004
tblVehicleEF	UBUS	0.09	8.1480e-003
tblVehicleEF	UBUS	2.4590e-003	4.2794e-004
tblVehicleEF	UBUS	0.96	0.16
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	0.67	0.05
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0430e-003	8.6803e-005
tblVehicleEF	UBUS	4.7740e-003	6.0073e-004
tblVehicleEF	UBUS	0.09	8.1480e-003
tblVehicleEF	UBUS	2.4590e-003	4.2794e-004
tblVehicleEF	UBUS	4.02	6.42
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	0.74	0.05
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	ST_TR	1.32	32.80
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	32.80

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Mitigated	0.1776	0.1913	2.3774	5.7300e-003	0.5897	4.0300e-003	0.5938	0.1565	3.7200e-003	0.1602	0.0000	525.9125	525.9125	0.0192	0.0000	526.3921	
Unmitigated	0.1776	0.1913	2.3774	5.7300e-003	0.5897	4.0300e-003	0.5938	0.1565	3.7200e-003	0.1602	0.0000	525.9125	525.9125	0.0192	0.0000	526.3921	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
General Light Industry	328.00	328.00	0.00	1,584,417	1,584,417	1,584,417	1,584,417
Total	328.00	328.00	0.00	1,584,417	1,584,417	1,584,417	1,584,417

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	100.00	0.00	0.00	92	5	3	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.593795	0.049259	0.218426	0.133094	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.005426	0.000000	0.000000

Employees - Los Angeles-South Coast County, Summer

Employees
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - See assumptions file.

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.00

tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDT1	0.05	0.05
tblFleetMix	LDT2	0.20	0.22
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	5.4260e-003
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblVehicleEF	HHD	0.68	0.03
tblVehicleEF	HHD	0.09	0.08
tblVehicleEF	HHD	0.10	5.4116e-007
tblVehicleEF	HHD	2.75	5.64
tblVehicleEF	HHD	1.17	0.78
tblVehicleEF	HHD	3.50	0.01
tblVehicleEF	HHD	4,770.40	1,146.12
tblVehicleEF	HHD	1,679.50	1,557.30
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	22.90	6.45
tblVehicleEF	HHD	4.59	4.62
tblVehicleEF	HHD	19.58	1.76
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.8948e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.2200e-004	1.0585e-005
tblVehicleEF	HHD	5.6590e-003	4.4543e-004
tblVehicleEF	HHD	0.69	0.46
tblVehicleEF	HHD	9.1000e-005	7.4025e-006
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	4.9400e-004	2.2805e-003
tblVehicleEF	HHD	0.10	2.8570e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6600e-004	1.1264e-006
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tblVehicleEF	HHD	5.6590e-003	4.4543e-004
tblVehicleEF	HHD	0.80	0.53
tblVehicleEF	HHD	9.1000e-005	7.4025e-006
tblVehicleEF	HHD	0.27	0.25
tblVehicleEF	HHD	4.9400e-004	2.2805e-003
tblVehicleEF	HHD	0.11	3.1281e-006
tblVehicleEF	HHD	0.64	0.03
tblVehicleEF	HHD	0.09	0.08
tblVehicleEF	HHD	0.09	5.1842e-007

tblVehicleEF	HHD	2.00	5.48
tblVehicleEF	HHD	1.17	0.78
tblVehicleEF	HHD	3.33	0.01
tblVehicleEF	HHD	5,051.17	1,147.09
tblVehicleEF	HHD	1,679.50	1,557.30
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	23.63	6.31
tblVehicleEF	HHD	4.34	4.37
tblVehicleEF	HHD	19.57	1.75
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.8948e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.8800e-004	1.6671e-005
tblVehicleEF	HHD	5.7950e-003	4.5234e-004
tblVehicleEF	HHD	0.65	0.48
tblVehicleEF	HHD	1.3300e-004	1.1389e-005
tblVehicleEF	HHD	0.16	0.15
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tblVehicleEF	HHD	0.05	0.01

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tblVehicleEF	HHD	1.8800e-004	1.6671e-005
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tblVehicleEF	HHD	1.3300e-004	1.1389e-005
tblVehicleEF	HHD	0.27	0.25
tblVehicleEF	HHD	4.8300e-004	2.2546e-003
tblVehicleEF	HHD	0.11	3.0052e-006
tblVehicleEF	HHD	0.73	0.02
tblVehicleEF	HHD	0.09	6.9414e-003
tblVehicleEF	HHD	0.10	5.4651e-007
tblVehicleEF	HHD	3.78	5.78
tblVehicleEF	HHD	1.16	0.60
tblVehicleEF	HHD	3.53	0.01
tblVehicleEF	HHD	4,382.68	1,127.64
tblVehicleEF	HHD	1,679.50	1,508.51
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	21.89	6.53
tblVehicleEF	HHD	4.51	4.48
tblVehicleEF	HHD	19.58	1.76
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.7700e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.2200e-004	1.1183e-005
tblVehicleEF	HHD	6.2650e-003	5.2534e-004
tblVehicleEF	HHD	0.74	0.44
tblVehicleEF	HHD	8.8000e-005	7.4331e-006
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	5.3300e-004	2.4138e-003
tblVehicleEF	HHD	0.10	2.8828e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6700e-004	1.1281e-006
tblVehicleEF	HHD	1.2200e-004	1.1183e-005
tblVehicleEF	HHD	6.2650e-003	5.2534e-004
tblVehicleEF	HHD	0.86	0.50
tblVehicleEF	HHD	8.8000e-005	7.4331e-006
tblVehicleEF	HHD	0.27	0.17
tblVehicleEF	HHD	5.3300e-004	2.4138e-003
tblVehicleEF	HHD	0.11	3.1564e-006
tblVehicleEF	LDA	6.5530e-003	4.0136e-003
tblVehicleEF	LDA	7.1270e-003	0.06
tblVehicleEF	LDA	0.76	0.86
tblVehicleEF	LDA	1.42	2.23
tblVehicleEF	LDA	296.37	286.76
tblVehicleEF	LDA	61.25	56.46

tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.10	0.27
tblVehicleEF	LDA	2.9700e-003	2.8369e-003
tblVehicleEF	LDA	6.3700e-004	5.5869e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.11	0.30
tblVehicleEF	LDA	6.9520e-003	4.2787e-003
tblVehicleEF	LDA	6.3260e-003	0.05
tblVehicleEF	LDA	0.83	0.94

tblVehicleEF	LDA	1.21	1.90
tblVehicleEF	LDA	310.18	299.35
tblVehicleEF	LDA	61.25	55.84
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	3.1090e-003	2.9615e-003
tblVehicleEF	LDA	6.3300e-004	5.5255e-004
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.27

tblVehicleEF	LDA	6.4200e-003	3.9296e-003
tblVehicleEF	LDA	7.2950e-003	0.06
tblVehicleEF	LDA	0.73	0.83
tblVehicleEF	LDA	1.46	2.31
tblVehicleEF	LDA	291.32	282.10
tblVehicleEF	LDA	61.25	56.60
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.13	0.13
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDA	2.9190e-003	2.7908e-003
tblVehicleEF	LDA	6.3800e-004	5.6011e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.13	0.13
tblVehicleEF	LDA	0.04	0.05

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.11	0.31
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	2.02	1.84
tblVehicleEF	LDT1	3.43	2.45
tblVehicleEF	LDT1	360.63	336.32
tblVehicleEF	LDT1	73.09	67.01
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.20	0.30
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.19	0.82
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT1	3.6330e-003	3.3281e-003
tblVehicleEF	LDT1	7.9100e-004	6.6309e-004

tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.19	0.82
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	2.18	1.99
tblVehicleEF	LDT1	2.91	2.08
tblVehicleEF	LDT1	376.30	349.17
tblVehicleEF	LDT1	73.09	66.26
tblVehicleEF	LDT1	0.17	0.14
tblVehicleEF	LDT1	0.18	0.28
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.23	0.24
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.18	0.76

tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.7920e-003	3.4553e-003
tblVehicleEF	LDT1	7.8200e-004	6.5566e-004
tblVehicleEF	LDT1	0.23	0.24
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.96	1.78
tblVehicleEF	LDT1	3.54	2.53
tblVehicleEF	LDT1	354.88	331.57
tblVehicleEF	LDT1	73.09	67.18
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.15	0.16
tblVehicleEF	LDT1	0.35	0.27

tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.23	0.98
tblVehicleEF	LDT1	0.25	0.45
tblVehicleEF	LDT1	3.5750e-003	3.2810e-003
tblVehicleEF	LDT1	7.9300e-004	6.6480e-004
tblVehicleEF	LDT1	0.15	0.16
tblVehicleEF	LDT1	0.35	0.27
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.23	0.98
tblVehicleEF	LDT1	0.27	0.50
tblVehicleEF	LDT2	8.6320e-003	6.3277e-003
tblVehicleEF	LDT2	8.2970e-003	0.08
tblVehicleEF	LDT2	0.97	1.23
tblVehicleEF	LDT2	1.67	2.86
tblVehicleEF	LDT2	408.00	367.53
tblVehicleEF	LDT2	83.22	73.71
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.14	0.35
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003

tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.38
tblVehicleEF	LDT2	4.0880e-003	3.6361e-003
tblVehicleEF	LDT2	8.6100e-004	7.2940e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.41
tblVehicleEF	LDT2	9.1430e-003	6.7251e-003
tblVehicleEF	LDT2	7.3790e-003	0.07
tblVehicleEF	LDT2	1.07	1.35
tblVehicleEF	LDT2	1.43	2.44
tblVehicleEF	LDT2	426.32	380.44
tblVehicleEF	LDT2	83.22	72.90
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.13	0.32
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003

tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.08	0.12
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LDT2	4.2730e-003	3.7639e-003
tblVehicleEF	LDT2	8.5600e-004	7.2140e-004
tblVehicleEF	LDT2	0.08	0.12
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	8.4620e-003	6.2016e-003
tblVehicleEF	LDT2	8.4930e-003	0.08
tblVehicleEF	LDT2	0.94	1.19
tblVehicleEF	LDT2	1.73	2.96
tblVehicleEF	LDT2	401.27	362.75
tblVehicleEF	LDT2	83.22	73.90
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.15	0.35
tblVehicleEF	LDT2	0.04	0.04

tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.11	0.39
tblVehicleEF	LDT2	4.0210e-003	3.5889e-003
tblVehicleEF	LDT2	8.6200e-004	7.3126e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.13	0.42
tblVehicleEF	LHD1	6.3570e-003	6.1107e-003
tblVehicleEF	LHD1	0.02	7.2756e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.07	0.85
tblVehicleEF	LHD1	3.29	1.27

tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.35
tblVehicleEF	LHD1	35.85	13.43
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	1.15	0.81
tblVehicleEF	LHD1	1.13	0.38
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
tblVehicleEF	LHD1	1.1970e-003	3.3361e-004
tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
tblVehicleEF	LHD1	9.1880e-003	6.6075e-003
tblVehicleEF	LHD1	1.1020e-003	3.0717e-004
tblVehicleEF	LHD1	3.4680e-003	2.9778e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.0560e-003	1.7697e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.33	0.64
tblVehicleEF	LHD1	0.32	0.10
tblVehicleEF	LHD1	9.0000e-005	8.7260e-005
tblVehicleEF	LHD1	6.1270e-003	6.8007e-003
tblVehicleEF	LHD1	4.2000e-004	1.3292e-004
tblVehicleEF	LHD1	3.4680e-003	2.9778e-003

tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.0560e-003	1.7697e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.64
tblVehicleEF	LHD1	0.35	0.11
tblVehicleEF	LHD1	6.3570e-003	6.1237e-003
tblVehicleEF	LHD1	0.02	7.4194e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.08	0.87
tblVehicleEF	LHD1	3.14	1.22
tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.38
tblVehicleEF	LHD1	35.85	13.33
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	1.07	0.76
tblVehicleEF	LHD1	1.08	0.36
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
tblVehicleEF	LHD1	1.1970e-003	3.3361e-004
tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
tblVehicleEF	LHD1	9.1880e-003	6.6075e-003

tblVehicleEF	LHD1	1.1020e-003	3.0717e-004
tblVehicleEF	LHD1	5.2080e-003	4.3916e-003
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.9180e-003	2.4685e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.32	0.62
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	9.0000e-005	8.7260e-005
tblVehicleEF	LHD1	6.1280e-003	6.8010e-003
tblVehicleEF	LHD1	4.1700e-004	1.3191e-004
tblVehicleEF	LHD1	5.2080e-003	4.3916e-003
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.9180e-003	2.4685e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.32	0.62
tblVehicleEF	LHD1	0.34	0.10
tblVehicleEF	LHD1	6.3570e-003	6.1081e-003
tblVehicleEF	LHD1	0.02	7.2362e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.06	0.85
tblVehicleEF	LHD1	3.32	1.28
tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.35
tblVehicleEF	LHD1	35.85	13.45

tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	1.13	0.80
tblVehicleEF	LHD1	1.14	0.38
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
tblVehicleEF	LHD1	1.1970e-003	3.3361e-004
tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
tblVehicleEF	LHD1	9.1880e-003	6.6075e-003
tblVehicleEF	LHD1	1.1020e-003	3.0717e-004
tblVehicleEF	LHD1	3.6860e-003	3.1701e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.0330e-003	1.7530e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.35	0.70
tblVehicleEF	LHD1	0.32	0.10
tblVehicleEF	LHD1	9.0000e-005	8.7260e-005
tblVehicleEF	LHD1	6.1270e-003	6.8007e-003
tblVehicleEF	LHD1	4.2100e-004	1.3311e-004
tblVehicleEF	LHD1	3.6860e-003	3.1701e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.0330e-003	1.7530e-003

tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.35	0.70
tblVehicleEF	LHD1	0.36	0.11
tblVehicleEF	LHD2	4.6500e-003	4.3805e-003
tblVehicleEF	LHD2	5.8620e-003	5.0498e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.45	0.57
tblVehicleEF	LHD2	1.67	0.89
tblVehicleEF	LHD2	13.53	13.42
tblVehicleEF	LHD2	634.55	698.02
tblVehicleEF	LHD2	30.01	10.61
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.88	1.08
tblVehicleEF	LHD2	0.66	0.27
tblVehicleEF	LHD2	1.1790e-003	1.1742e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.7680e-003	0.01
tblVehicleEF	LHD2	5.5800e-004	1.9149e-004
tblVehicleEF	LHD2	1.1280e-003	1.1234e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6300e-003	2.5992e-003
tblVehicleEF	LHD2	9.3300e-003	0.01
tblVehicleEF	LHD2	5.1400e-004	1.7607e-004
tblVehicleEF	LHD2	1.4140e-003	1.9035e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.8000e-004	1.1332e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.11	0.44
tblVehicleEF	LHD2	0.15	0.07
tblVehicleEF	LHD2	1.3300e-004	1.2893e-004
tblVehicleEF	LHD2	6.1920e-003	6.7671e-003
tblVehicleEF	LHD2	3.3100e-004	1.0499e-004
tblVehicleEF	LHD2	1.4140e-003	1.9035e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.8000e-004	1.1332e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.11	0.44
tblVehicleEF	LHD2	0.17	0.07
tblVehicleEF	LHD2	4.6500e-003	4.3899e-003
tblVehicleEF	LHD2	5.9540e-003	5.1158e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.46	0.58
tblVehicleEF	LHD2	1.60	0.85
tblVehicleEF	LHD2	13.53	13.42
tblVehicleEF	LHD2	634.55	698.03
tblVehicleEF	LHD2	30.01	10.54
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.83	1.02
tblVehicleEF	LHD2	0.63	0.26

tblVehicleEF	LHD2	1.1790e-003	1.1742e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.7680e-003	0.01
tblVehicleEF	LHD2	5.5800e-004	1.9149e-004
tblVehicleEF	LHD2	1.1280e-003	1.1234e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6300e-003	2.5992e-003
tblVehicleEF	LHD2	9.3300e-003	0.01
tblVehicleEF	LHD2	5.1400e-004	1.7607e-004
tblVehicleEF	LHD2	2.1090e-003	2.8050e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.2380e-003	1.5798e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.10	0.42
tblVehicleEF	LHD2	0.15	0.07
tblVehicleEF	LHD2	1.3300e-004	1.2893e-004
tblVehicleEF	LHD2	6.1920e-003	6.7672e-003
tblVehicleEF	LHD2	3.3000e-004	1.0428e-004
tblVehicleEF	LHD2	2.1090e-003	2.8050e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.2380e-003	1.5798e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.42
tblVehicleEF	LHD2	0.16	0.07

tblVehicleEF	LHD2	4.6500e-003	4.3786e-003
tblVehicleEF	LHD2	5.8380e-003	5.0320e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.45	0.57
tblVehicleEF	LHD2	1.68	0.90
tblVehicleEF	LHD2	13.53	13.42
tblVehicleEF	LHD2	634.55	698.01
tblVehicleEF	LHD2	30.01	10.62
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.87	1.06
tblVehicleEF	LHD2	0.67	0.27
tblVehicleEF	LHD2	1.1790e-003	1.1742e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.7680e-003	0.01
tblVehicleEF	LHD2	5.5800e-004	1.9149e-004
tblVehicleEF	LHD2	1.1280e-003	1.1234e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6300e-003	2.5992e-003
tblVehicleEF	LHD2	9.3300e-003	0.01
tblVehicleEF	LHD2	5.1400e-004	1.7607e-004
tblVehicleEF	LHD2	1.4720e-003	2.0038e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.5900e-004	1.1074e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.12	0.48
tblVehicleEF	LHD2	0.16	0.07
tblVehicleEF	LHD2	1.3300e-004	1.2893e-004
tblVehicleEF	LHD2	6.1910e-003	6.7671e-003
tblVehicleEF	LHD2	3.3100e-004	1.0512e-004
tblVehicleEF	LHD2	1.4720e-003	2.0038e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.5900e-004	1.1074e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.12	0.48
tblVehicleEF	LHD2	0.17	0.08
tblVehicleEF	MCY	0.53	0.38
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.48	19.74
tblVehicleEF	MCY	9.63	8.47
tblVehicleEF	MCY	187.52	223.45
tblVehicleEF	MCY	45.30	60.30
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.1620e-003	2.1659e-003

tblVehicleEF	MCY	3.8350e-003	3.2508e-003
tblVehicleEF	MCY	1.07	1.10
tblVehicleEF	MCY	0.66	0.69
tblVehicleEF	MCY	0.66	0.68
tblVehicleEF	MCY	2.62	2.65
tblVehicleEF	MCY	0.63	2.16
tblVehicleEF	MCY	2.08	1.84
tblVehicleEF	MCY	2.2730e-003	2.2113e-003
tblVehicleEF	MCY	6.7100e-004	5.9675e-004
tblVehicleEF	MCY	1.07	1.10
tblVehicleEF	MCY	0.66	0.69
tblVehicleEF	MCY	0.66	0.68
tblVehicleEF	MCY	3.25	3.27
tblVehicleEF	MCY	0.63	2.16
tblVehicleEF	MCY	2.26	2.00
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	18.74	18.94
tblVehicleEF	MCY	8.81	7.73
tblVehicleEF	MCY	187.52	221.94
tblVehicleEF	MCY	45.30	58.43
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003

tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.1620e-003	2.1659e-003
tblVehicleEF	MCY	3.8350e-003	3.2508e-003
tblVehicleEF	MCY	1.74	1.75
tblVehicleEF	MCY	0.72	0.75
tblVehicleEF	MCY	1.10	1.09
tblVehicleEF	MCY	2.56	2.58
tblVehicleEF	MCY	0.60	2.03
tblVehicleEF	MCY	1.85	1.63
tblVehicleEF	MCY	2.2590e-003	2.1963e-003
tblVehicleEF	MCY	6.5100e-004	5.7823e-004
tblVehicleEF	MCY	1.74	1.75
tblVehicleEF	MCY	0.72	0.75
tblVehicleEF	MCY	1.10	1.09
tblVehicleEF	MCY	3.17	3.18
tblVehicleEF	MCY	0.60	2.03
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.53	0.39
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	19.59	19.90
tblVehicleEF	MCY	9.76	8.61
tblVehicleEF	MCY	187.52	223.76
tblVehicleEF	MCY	45.30	60.68
tblVehicleEF	MCY	1.11	1.11
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	0.01	0.01

tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.1620e-003	2.1659e-003
tblVehicleEF	MCY	3.8350e-003	3.2508e-003
tblVehicleEF	MCY	1.17	1.19
tblVehicleEF	MCY	0.86	0.89
tblVehicleEF	MCY	0.63	0.65
tblVehicleEF	MCY	2.64	2.66
tblVehicleEF	MCY	0.73	2.48
tblVehicleEF	MCY	2.12	1.88
tblVehicleEF	MCY	2.2750e-003	2.2143e-003
tblVehicleEF	MCY	6.7500e-004	6.0045e-004
tblVehicleEF	MCY	1.17	1.19
tblVehicleEF	MCY	0.86	0.89
tblVehicleEF	MCY	0.63	0.65
tblVehicleEF	MCY	3.26	3.29
tblVehicleEF	MCY	0.73	2.48
tblVehicleEF	MCY	2.31	2.05
tblVehicleEF	MDV	0.02	9.2304e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.77	1.63
tblVehicleEF	MDV	3.11	3.48
tblVehicleEF	MDV	543.27	449.17
tblVehicleEF	MDV	109.34	89.67

tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	0.29	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.09	0.47
tblVehicleEF	MDV	0.25	0.49
tblVehicleEF	MDV	5.4490e-003	4.4414e-003
tblVehicleEF	MDV	1.1480e-003	8.8732e-004
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.47
tblVehicleEF	MDV	0.27	0.54
tblVehicleEF	MDV	0.02	9.6792e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.90	1.75

tblVehicleEF	MDV	2.66	2.97
tblVehicleEF	MDV	567.14	462.77
tblVehicleEF	MDV	109.34	88.67
tblVehicleEF	MDV	0.17	0.14
tblVehicleEF	MDV	0.26	0.39
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.22	0.44
tblVehicleEF	MDV	5.6890e-003	4.5760e-003
tblVehicleEF	MDV	1.1400e-003	8.7748e-004
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.24	0.48

tblVehicleEF	MDV	0.02	9.0788e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.72	1.59
tblVehicleEF	MDV	3.20	3.60
tblVehicleEF	MDV	534.52	444.14
tblVehicleEF	MDV	109.34	89.90
tblVehicleEF	MDV	0.19	0.15
tblVehicleEF	MDV	0.29	0.43
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.55
tblVehicleEF	MDV	0.25	0.50
tblVehicleEF	MDV	5.3610e-003	4.3917e-003
tblVehicleEF	MDV	1.1500e-003	8.8960e-004
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.07	0.09

tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.55
tblVehicleEF	MDV	0.28	0.55
tblVehicleEF	MH	0.04	3.4336e-003
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	3.53	0.31
tblVehicleEF	MH	7.14	0.00
tblVehicleEF	MH	1,138.98	992.05
tblVehicleEF	MH	63.70	0.00
tblVehicleEF	MH	1.26	3.85
tblVehicleEF	MH	0.90	0.00
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.5790e-003	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.4630e-003	0.00
tblVehicleEF	MH	1.18	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00
tblVehicleEF	MH	0.13	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.01	9.3785e-003
tblVehicleEF	MH	7.6200e-004	0.00

tblVehicleEF	MH	1.18	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00
tblVehicleEF	MH	0.18	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.47	0.00
tblVehicleEF	MH	0.04	3.4336e-003
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	3.59	0.31
tblVehicleEF	MH	6.72	0.00
tblVehicleEF	MH	1,138.98	992.05
tblVehicleEF	MH	63.70	0.00
tblVehicleEF	MH	1.15	3.64
tblVehicleEF	MH	0.86	0.00
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.5790e-003	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.4630e-003	0.00
tblVehicleEF	MH	1.74	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.13	0.07
tblVehicleEF	MH	0.02	0.00

tblVehicleEF	MH	0.41	0.00
tblVehicleEF	MH	0.01	9.3785e-003
tblVehicleEF	MH	7.5500e-004	0.00
tblVehicleEF	MH	1.74	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.71	0.00
tblVehicleEF	MH	0.18	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.45	0.00
tblVehicleEF	MH	0.04	3.4336e-003
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	3.51	0.31
tblVehicleEF	MH	7.19	0.00
tblVehicleEF	MH	1,138.98	992.05
tblVehicleEF	MH	63.70	0.00
tblVehicleEF	MH	1.23	3.78
tblVehicleEF	MH	0.91	0.00
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.5790e-003	0.00
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.4630e-003	0.00
tblVehicleEF	MH	1.35	0.00
tblVehicleEF	MH	0.10	0.00

tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.13	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.01	9.3785e-003
tblVehicleEF	MH	7.6300e-004	0.00
tblVehicleEF	MH	1.35	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.18	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.47	0.00
tblVehicleEF	MHD	0.02	4.4970e-003
tblVehicleEF	MHD	8.6590e-003	9.4717e-003
tblVehicleEF	MHD	0.06	0.01
tblVehicleEF	MHD	0.44	0.40
tblVehicleEF	MHD	0.61	0.87
tblVehicleEF	MHD	7.49	1.63
tblVehicleEF	MHD	133.10	70.04
tblVehicleEF	MHD	1,158.03	1,130.50
tblVehicleEF	MHD	65.62	12.86
tblVehicleEF	MHD	0.81	0.62
tblVehicleEF	MHD	1.86	2.74
tblVehicleEF	MHD	9.86	1.00
tblVehicleEF	MHD	2.2420e-003	2.2343e-003
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01

tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	9.3600e-004	1.5493e-004
tblVehicleEF	MHD	2.1450e-003	2.1377e-003
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	8.6100e-004	1.4245e-004
tblVehicleEF	MHD	1.3410e-003	8.0902e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.3700e-004	4.9874e-004
tblVehicleEF	MHD	0.09	0.15
tblVehicleEF	MHD	0.03	0.17
tblVehicleEF	MHD	0.46	0.07
tblVehicleEF	MHD	1.2830e-003	6.6568e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.8800e-004	1.2725e-004
tblVehicleEF	MHD	1.3410e-003	8.0902e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	8.3700e-004	4.9874e-004
tblVehicleEF	MHD	0.11	0.17
tblVehicleEF	MHD	0.03	0.17
tblVehicleEF	MHD	0.50	0.08
tblVehicleEF	MHD	0.02	4.2554e-003
tblVehicleEF	MHD	8.7760e-003	9.5515e-003
tblVehicleEF	MHD	0.06	0.01

tblVehicleEF	MHD	0.32	0.32
tblVehicleEF	MHD	0.62	0.88
tblVehicleEF	MHD	7.11	1.55
tblVehicleEF	MHD	140.97	71.66
tblVehicleEF	MHD	1,158.03	1,130.52
tblVehicleEF	MHD	65.62	12.72
tblVehicleEF	MHD	0.84	0.63
tblVehicleEF	MHD	1.75	2.58
tblVehicleEF	MHD	9.81	0.99
tblVehicleEF	MHD	1.8900e-003	1.8858e-003
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	9.3600e-004	1.5493e-004
tblVehicleEF	MHD	1.8090e-003	1.8042e-003
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	8.6100e-004	1.4245e-004
tblVehicleEF	MHD	2.0150e-003	1.2069e-003
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.1980e-003	7.1013e-004
tblVehicleEF	MHD	0.09	0.15
tblVehicleEF	MHD	0.02	0.16
tblVehicleEF	MHD	0.44	0.07
tblVehicleEF	MHD	1.3570e-003	6.8116e-004

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.8100e-004	1.2588e-004
tblVehicleEF	MHD	2.0150e-003	1.2069e-003
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.1980e-003	7.1013e-004
tblVehicleEF	MHD	0.11	0.18
tblVehicleEF	MHD	0.02	0.16
tblVehicleEF	MHD	0.48	0.08
tblVehicleEF	MHD	0.02	4.8426e-003
tblVehicleEF	MHD	8.6270e-003	9.4470e-003
tblVehicleEF	MHD	0.06	0.01
tblVehicleEF	MHD	0.61	0.51
tblVehicleEF	MHD	0.61	0.87
tblVehicleEF	MHD	7.56	1.64
tblVehicleEF	MHD	122.21	67.80
tblVehicleEF	MHD	1,158.03	1,130.50
tblVehicleEF	MHD	65.62	12.89
tblVehicleEF	MHD	0.78	0.61
tblVehicleEF	MHD	1.83	2.68
tblVehicleEF	MHD	9.87	1.00
tblVehicleEF	MHD	2.7290e-003	2.7156e-003
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tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	9.3600e-004	1.5493e-004
tblVehicleEF	MHD	2.6110e-003	2.5981e-003

tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	8.6100e-004	1.4245e-004
tblVehicleEF	MHD	1.4110e-003	8.5520e-004
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	8.2400e-004	4.9209e-004
tblVehicleEF	MHD	0.09	0.15
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	0.46	0.08
tblVehicleEF	MHD	1.1810e-003	6.4423e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.8900e-004	1.2753e-004
tblVehicleEF	MHD	1.4110e-003	8.5520e-004
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	8.2400e-004	4.9209e-004
tblVehicleEF	MHD	0.11	0.17
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	0.51	0.08
tblVehicleEF	OBUS	0.01	9.0435e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	0.61
tblVehicleEF	OBUS	0.68	1.24
tblVehicleEF	OBUS	6.09	2.54

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tblVehicleEF	OBUS	1,273.03	1,457.53
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tblVehicleEF	OBUS	2.05	2.51
tblVehicleEF	OBUS	2.66	0.62
tblVehicleEF	OBUS	3.0000e-004	3.3600e-003
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.05
tblVehicleEF	OBUS	7.8200e-004	1.9896e-004
tblVehicleEF	OBUS	2.8700e-004	3.2147e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	9.9080e-003	0.05
tblVehicleEF	OBUS	7.2000e-004	1.8311e-004
tblVehicleEF	OBUS	1.4950e-003	1.8642e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	7.8100e-004	9.3194e-004
tblVehicleEF	OBUS	0.07	0.14
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	1.0690e-003	9.3596e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9500e-004	1.9669e-004
tblVehicleEF	OBUS	1.4950e-003	1.8642e-003

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	7.8100e-004	9.3194e-004
tblVehicleEF	OBUS	0.09	0.18
tblVehicleEF	OBUS	0.04	0.26
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	OBUS	0.01	9.0382e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.57
tblVehicleEF	OBUS	0.69	1.26
tblVehicleEF	OBUS	5.75	2.40
tblVehicleEF	OBUS	116.31	99.61
tblVehicleEF	OBUS	1,273.03	1,457.56
tblVehicleEF	OBUS	68.83	19.64
tblVehicleEF	OBUS	0.67	0.72
tblVehicleEF	OBUS	1.93	2.36
tblVehicleEF	OBUS	2.62	0.61
tblVehicleEF	OBUS	2.5300e-004	2.8372e-003
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.05
tblVehicleEF	OBUS	7.8200e-004	1.9896e-004
tblVehicleEF	OBUS	2.4200e-004	2.7145e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	9.9080e-003	0.05

tblVehicleEF	OBUS	7.2000e-004	1.8311e-004
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tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	1.1100e-003	1.3038e-003
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tblVehicleEF	OBUS	0.04	0.25
tblVehicleEF	OBUS	0.37	0.12
tblVehicleEF	OBUS	1.1220e-003	9.4733e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9000e-004	1.9437e-004
tblVehicleEF	OBUS	2.1920e-003	2.6900e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	1.1100e-003	1.3038e-003
tblVehicleEF	OBUS	0.09	0.18
tblVehicleEF	OBUS	0.04	0.25
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	OBUS	0.01	9.0689e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.31	0.66
tblVehicleEF	OBUS	0.68	1.23
tblVehicleEF	OBUS	6.15	2.57
tblVehicleEF	OBUS	103.03	96.74
tblVehicleEF	OBUS	1,273.03	1,457.52
tblVehicleEF	OBUS	68.83	19.93

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tblVehicleEF	OBUS	3.6500e-004	4.0820e-003
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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.05
tblVehicleEF	OBUS	7.8200e-004	1.9896e-004
tblVehicleEF	OBUS	3.4900e-004	3.9054e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	9.9080e-003	0.05
tblVehicleEF	OBUS	7.2000e-004	1.8311e-004
tblVehicleEF	OBUS	1.5550e-003	1.9741e-003
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tblVehicleEF	OBUS	0.04	0.07
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tblVehicleEF	OBUS	0.39	0.12
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tblVehicleEF	OBUS	1.5550e-003	1.9741e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	7.6300e-004	9.1952e-004

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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
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tblVehicleEF	SBUS	0.03	7.9894e-003

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tblVehicleEF	SBUS	6.5300e-004	5.1647e-005
tblVehicleEF	SBUS	3.4480e-003	9.3291e-004
tblVehicleEF	SBUS	0.03	7.9894e-003
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tblVehicleEF	SBUS	12.69	0.79

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tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
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tblVehicleEF	SBUS	2.4200e-003	6.5907e-004
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tblVehicleEF	SBUS	0.39	0.03

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tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
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tblVehicleEF	SBUS	3.6280e-003	9.6962e-004
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tblVehicleEF	SBUS	1.6230e-003	4.5940e-004
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tblVehicleEF	SBUS	0.01	3.2620e-003
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tblVehicleEF	SBUS	3.6280e-003	9.6962e-004
tblVehicleEF	SBUS	0.03	8.6170e-003
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tblVehicleEF	UBUS	12.36	42.74
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tblVehicleEF	UBUS	2,008.92	1,985.10
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tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003

tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	4.1600e-003	6.1341e-004
tblVehicleEF	UBUS	0.07	7.6310e-003
tblVehicleEF	UBUS	2.3210e-003	4.4997e-004
tblVehicleEF	UBUS	0.96	0.16
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.66	0.05
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0390e-003	8.6510e-005
tblVehicleEF	UBUS	4.1600e-003	6.1341e-004
tblVehicleEF	UBUS	0.07	7.6310e-003
tblVehicleEF	UBUS	2.3210e-003	4.4997e-004
tblVehicleEF	UBUS	4.03	6.42
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.72	0.05
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.04	0.01
tblVehicleEF	UBUS	12.41	42.74
tblVehicleEF	UBUS	7.66	0.63
tblVehicleEF	UBUS	2,008.92	1,985.10
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tblVehicleEF	UBUS	10.84	1.20
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tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005

tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	5.9230e-003	8.8981e-004
tblVehicleEF	UBUS	0.07	7.8714e-003
tblVehicleEF	UBUS	3.1960e-003	6.2061e-004
tblVehicleEF	UBUS	0.97	0.16
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	0.60	0.04
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0190e-003	8.5055e-005
tblVehicleEF	UBUS	5.9230e-003	8.8981e-004
tblVehicleEF	UBUS	0.07	7.8714e-003
tblVehicleEF	UBUS	3.1960e-003	6.2061e-004
tblVehicleEF	UBUS	4.04	6.42
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	0.66	0.05
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	12.34	42.74
tblVehicleEF	UBUS	9.07	0.73
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.77
tblVehicleEF	UBUS	11.27	1.20
tblVehicleEF	UBUS	15.99	0.08
tblVehicleEF	UBUS	0.64	0.07

tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	4.7740e-003	6.0073e-004
tblVehicleEF	UBUS	0.09	8.1480e-003
tblVehicleEF	UBUS	2.4590e-003	4.2794e-004
tblVehicleEF	UBUS	0.96	0.16
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	0.67	0.05
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0430e-003	8.6803e-005
tblVehicleEF	UBUS	4.7740e-003	6.0073e-004
tblVehicleEF	UBUS	0.09	8.1480e-003
tblVehicleEF	UBUS	2.4590e-003	4.2794e-004
tblVehicleEF	UBUS	4.02	6.42
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	0.74	0.05
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	ST_TR	1.32	32.80
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	32.80

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1598	1.0859	16.0082	0.0382	3.8563	0.0259	3.8822	1.0220	0.0239	1.0459	3,862.634	3,862.6348	0.1338			3,865.979
Unmitigated	1.1598	1.0859	16.0082	0.0382	3.8563	0.0259	3.8822	1.0220	0.0239	1.0459	3,862.634	3,862.6348	0.1338			3,865.979

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
General Light Industry	328.00	328.00	0.00	1,584,417	1,584,417	1,584,417	1,584,417
Total	328.00	328.00	0.00	1,584,417	1,584,417	1,584,417	1,584,417

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	100.00	0.00	0.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.593795	0.049259	0.218426	0.133094	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.005426	0.000000	0.000000

Employees - Los Angeles-South Coast County, Winter

Employees
Los Angeles-South Coast County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - See assumptions file.

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.00

tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDT1	0.05	0.05
tblFleetMix	LDT2	0.20	0.22
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	5.4260e-003
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblVehicleEF	HHD	0.68	0.03
tblVehicleEF	HHD	0.09	0.08
tblVehicleEF	HHD	0.10	5.4116e-007
tblVehicleEF	HHD	2.75	5.64
tblVehicleEF	HHD	1.17	0.78
tblVehicleEF	HHD	3.50	0.01
tblVehicleEF	HHD	4,770.40	1,146.12
tblVehicleEF	HHD	1,679.50	1,557.30
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	22.90	6.45
tblVehicleEF	HHD	4.59	4.62
tblVehicleEF	HHD	19.58	1.76
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.8948e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.2200e-004	1.0585e-005
tblVehicleEF	HHD	5.6590e-003	4.4543e-004
tblVehicleEF	HHD	0.69	0.46
tblVehicleEF	HHD	9.1000e-005	7.4025e-006
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	4.9400e-004	2.2805e-003
tblVehicleEF	HHD	0.10	2.8570e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6600e-004	1.1264e-006
tblVehicleEF	HHD	1.2200e-004	1.0585e-005
tblVehicleEF	HHD	5.6590e-003	4.4543e-004
tblVehicleEF	HHD	0.80	0.53
tblVehicleEF	HHD	9.1000e-005	7.4025e-006
tblVehicleEF	HHD	0.27	0.25
tblVehicleEF	HHD	4.9400e-004	2.2805e-003
tblVehicleEF	HHD	0.11	3.1281e-006
tblVehicleEF	HHD	0.64	0.03
tblVehicleEF	HHD	0.09	0.08
tblVehicleEF	HHD	0.09	5.1842e-007

tblVehicleEF	HHD	2.00	5.48
tblVehicleEF	HHD	1.17	0.78
tblVehicleEF	HHD	3.33	0.01
tblVehicleEF	HHD	5,051.17	1,147.09
tblVehicleEF	HHD	1,679.50	1,557.30
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	23.63	6.31
tblVehicleEF	HHD	4.34	4.37
tblVehicleEF	HHD	19.57	1.75
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.8948e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.8800e-004	1.6671e-005
tblVehicleEF	HHD	5.7950e-003	4.5234e-004
tblVehicleEF	HHD	0.65	0.48
tblVehicleEF	HHD	1.3300e-004	1.1389e-005
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	4.8300e-004	2.2546e-003
tblVehicleEF	HHD	0.10	2.7448e-006
tblVehicleEF	HHD	0.05	0.01

tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6300e-004	1.1175e-006
tblVehicleEF	HHD	1.8800e-004	1.6671e-005
tblVehicleEF	HHD	5.7950e-003	4.5234e-004
tblVehicleEF	HHD	0.76	0.55
tblVehicleEF	HHD	1.3300e-004	1.1389e-005
tblVehicleEF	HHD	0.27	0.25
tblVehicleEF	HHD	4.8300e-004	2.2546e-003
tblVehicleEF	HHD	0.11	3.0052e-006
tblVehicleEF	HHD	0.73	0.02
tblVehicleEF	HHD	0.09	6.9414e-003
tblVehicleEF	HHD	0.10	5.4651e-007
tblVehicleEF	HHD	3.78	5.78
tblVehicleEF	HHD	1.16	0.60
tblVehicleEF	HHD	3.53	0.01
tblVehicleEF	HHD	4,382.68	1,127.64
tblVehicleEF	HHD	1,679.50	1,508.51
tblVehicleEF	HHD	10.80	0.11
tblVehicleEF	HHD	21.89	6.53
tblVehicleEF	HHD	4.51	4.48
tblVehicleEF	HHD	19.58	1.76
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	1.0700e-004	2.8198e-006
tblVehicleEF	HHD	0.02	0.01

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	8.7700e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	9.9000e-005	2.6136e-006
tblVehicleEF	HHD	1.2200e-004	1.1183e-005
tblVehicleEF	HHD	6.2650e-003	5.2534e-004
tblVehicleEF	HHD	0.74	0.44
tblVehicleEF	HHD	8.8000e-005	7.4331e-006
tblVehicleEF	HHD	0.16	0.15
tblVehicleEF	HHD	5.3300e-004	2.4138e-003
tblVehicleEF	HHD	0.10	2.8828e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	1.6700e-004	1.1281e-006
tblVehicleEF	HHD	1.2200e-004	1.1183e-005
tblVehicleEF	HHD	6.2650e-003	5.2534e-004
tblVehicleEF	HHD	0.86	0.50
tblVehicleEF	HHD	8.8000e-005	7.4331e-006
tblVehicleEF	HHD	0.27	0.17
tblVehicleEF	HHD	5.3300e-004	2.4138e-003
tblVehicleEF	HHD	0.11	3.1564e-006
tblVehicleEF	LDA	6.5530e-003	4.0136e-003
tblVehicleEF	LDA	7.1270e-003	0.06
tblVehicleEF	LDA	0.76	0.86
tblVehicleEF	LDA	1.42	2.23
tblVehicleEF	LDA	296.37	286.76
tblVehicleEF	LDA	61.25	56.46

tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.10	0.27
tblVehicleEF	LDA	2.9700e-003	2.8369e-003
tblVehicleEF	LDA	6.3700e-004	5.5869e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.11	0.30
tblVehicleEF	LDA	6.9520e-003	4.2787e-003
tblVehicleEF	LDA	6.3260e-003	0.05
tblVehicleEF	LDA	0.83	0.94

tblVehicleEF	LDA	1.21	1.90
tblVehicleEF	LDA	310.18	299.35
tblVehicleEF	LDA	61.25	55.84
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	3.1090e-003	2.9615e-003
tblVehicleEF	LDA	6.3300e-004	5.5255e-004
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.27

tblVehicleEF	LDA	6.4200e-003	3.9296e-003
tblVehicleEF	LDA	7.2950e-003	0.06
tblVehicleEF	LDA	0.73	0.83
tblVehicleEF	LDA	1.46	2.31
tblVehicleEF	LDA	291.32	282.10
tblVehicleEF	LDA	61.25	56.60
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.09	0.21
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.2990e-003	2.0470e-003
tblVehicleEF	LDA	2.3500e-003	2.0733e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	2.1210e-003	1.8863e-003
tblVehicleEF	LDA	2.1610e-003	1.9065e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.13	0.13
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDA	2.9190e-003	2.7908e-003
tblVehicleEF	LDA	6.3800e-004	5.6011e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.13	0.13
tblVehicleEF	LDA	0.04	0.05

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.26
tblVehicleEF	LDA	0.11	0.31
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	2.02	1.84
tblVehicleEF	LDT1	3.43	2.45
tblVehicleEF	LDT1	360.63	336.32
tblVehicleEF	LDT1	73.09	67.01
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.20	0.30
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.19	0.82
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT1	3.6330e-003	3.3281e-003
tblVehicleEF	LDT1	7.9100e-004	6.6309e-004

tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.19	0.82
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	2.18	1.99
tblVehicleEF	LDT1	2.91	2.08
tblVehicleEF	LDT1	376.30	349.17
tblVehicleEF	LDT1	73.09	66.26
tblVehicleEF	LDT1	0.17	0.14
tblVehicleEF	LDT1	0.18	0.28
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.23	0.24
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.18	0.76

tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.7920e-003	3.4553e-003
tblVehicleEF	LDT1	7.8200e-004	6.5566e-004
tblVehicleEF	LDT1	0.23	0.24
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.18	0.76
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.96	1.78
tblVehicleEF	LDT1	3.54	2.53
tblVehicleEF	LDT1	354.88	331.57
tblVehicleEF	LDT1	73.09	67.18
tblVehicleEF	LDT1	0.19	0.16
tblVehicleEF	LDT1	0.20	0.31
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	3.9490e-003	3.2450e-003
tblVehicleEF	LDT1	3.7850e-003	3.0811e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	3.6370e-003	2.9867e-003
tblVehicleEF	LDT1	3.4820e-003	2.8333e-003
tblVehicleEF	LDT1	0.15	0.16
tblVehicleEF	LDT1	0.35	0.27

tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.23	0.98
tblVehicleEF	LDT1	0.25	0.45
tblVehicleEF	LDT1	3.5750e-003	3.2810e-003
tblVehicleEF	LDT1	7.9300e-004	6.6480e-004
tblVehicleEF	LDT1	0.15	0.16
tblVehicleEF	LDT1	0.35	0.27
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.23	0.98
tblVehicleEF	LDT1	0.27	0.50
tblVehicleEF	LDT2	8.6320e-003	6.3277e-003
tblVehicleEF	LDT2	8.2970e-003	0.08
tblVehicleEF	LDT2	0.97	1.23
tblVehicleEF	LDT2	1.67	2.86
tblVehicleEF	LDT2	408.00	367.53
tblVehicleEF	LDT2	83.22	73.71
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.14	0.35
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003

tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.38
tblVehicleEF	LDT2	4.0880e-003	3.6361e-003
tblVehicleEF	LDT2	8.6100e-004	7.2940e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.41
tblVehicleEF	LDT2	9.1430e-003	6.7251e-003
tblVehicleEF	LDT2	7.3790e-003	0.07
tblVehicleEF	LDT2	1.07	1.35
tblVehicleEF	LDT2	1.43	2.44
tblVehicleEF	LDT2	426.32	380.44
tblVehicleEF	LDT2	83.22	72.90
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.13	0.32
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003

tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.08	0.12
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LDT2	4.2730e-003	3.7639e-003
tblVehicleEF	LDT2	8.5600e-004	7.2140e-004
tblVehicleEF	LDT2	0.08	0.12
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	8.4620e-003	6.2016e-003
tblVehicleEF	LDT2	8.4930e-003	0.08
tblVehicleEF	LDT2	0.94	1.19
tblVehicleEF	LDT2	1.73	2.96
tblVehicleEF	LDT2	401.27	362.75
tblVehicleEF	LDT2	83.22	73.90
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.15	0.35
tblVehicleEF	LDT2	0.04	0.04

tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	2.1380e-003
tblVehicleEF	LDT2	2.3520e-003	2.0991e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0020e-003	1.9677e-003
tblVehicleEF	LDT2	2.1630e-003	1.9301e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.11	0.39
tblVehicleEF	LDT2	4.0210e-003	3.5889e-003
tblVehicleEF	LDT2	8.6200e-004	7.3126e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.13	0.42
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tblVehicleEF	LHD1	0.02	7.2756e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.07	0.85
tblVehicleEF	LHD1	3.29	1.27

tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.35
tblVehicleEF	LHD1	35.85	13.43
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	1.15	0.81
tblVehicleEF	LHD1	1.13	0.38
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
tblVehicleEF	LHD1	1.1970e-003	3.3361e-004
tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
tblVehicleEF	LHD1	9.1880e-003	6.6075e-003
tblVehicleEF	LHD1	1.1020e-003	3.0717e-004
tblVehicleEF	LHD1	3.4680e-003	2.9778e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.0560e-003	1.7697e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.33	0.64
tblVehicleEF	LHD1	0.32	0.10
tblVehicleEF	LHD1	9.0000e-005	8.7260e-005
tblVehicleEF	LHD1	6.1270e-003	6.8007e-003
tblVehicleEF	LHD1	4.2000e-004	1.3292e-004
tblVehicleEF	LHD1	3.4680e-003	2.9778e-003

tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.0560e-003	1.7697e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.64
tblVehicleEF	LHD1	0.35	0.11
tblVehicleEF	LHD1	6.3570e-003	6.1237e-003
tblVehicleEF	LHD1	0.02	7.4194e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.08	0.87
tblVehicleEF	LHD1	3.14	1.22
tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.38
tblVehicleEF	LHD1	35.85	13.33
tblVehicleEF	LHD1	0.07	0.05
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tblVehicleEF	LHD1	1.08	0.36
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
tblVehicleEF	LHD1	1.1970e-003	3.3361e-004
tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
tblVehicleEF	LHD1	9.1880e-003	6.6075e-003

tblVehicleEF	LHD1	1.1020e-003	3.0717e-004
tblVehicleEF	LHD1	5.2080e-003	4.3916e-003
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.9180e-003	2.4685e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.32	0.62
tblVehicleEF	LHD1	0.31	0.09
tblVehicleEF	LHD1	9.0000e-005	8.7260e-005
tblVehicleEF	LHD1	6.1280e-003	6.8010e-003
tblVehicleEF	LHD1	4.1700e-004	1.3191e-004
tblVehicleEF	LHD1	5.2080e-003	4.3916e-003
tblVehicleEF	LHD1	0.12	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.9180e-003	2.4685e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.32	0.62
tblVehicleEF	LHD1	0.34	0.10
tblVehicleEF	LHD1	6.3570e-003	6.1081e-003
tblVehicleEF	LHD1	0.02	7.2362e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.20
tblVehicleEF	LHD1	1.06	0.85
tblVehicleEF	LHD1	3.32	1.28
tblVehicleEF	LHD1	8.89	8.96
tblVehicleEF	LHD1	622.45	695.35
tblVehicleEF	LHD1	35.85	13.45

tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	1.13	0.80
tblVehicleEF	LHD1	1.14	0.38
tblVehicleEF	LHD1	7.9800e-004	6.7527e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8890e-003	9.5182e-003
tblVehicleEF	LHD1	9.6360e-003	6.9407e-003
tblVehicleEF	LHD1	1.1970e-003	3.3361e-004
tblVehicleEF	LHD1	7.6300e-004	6.4606e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4720e-003	2.3796e-003
tblVehicleEF	LHD1	9.1880e-003	6.6075e-003
tblVehicleEF	LHD1	1.1020e-003	3.0717e-004
tblVehicleEF	LHD1	3.6860e-003	3.1701e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.0330e-003	1.7530e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.35	0.70
tblVehicleEF	LHD1	0.32	0.10
tblVehicleEF	LHD1	9.0000e-005	8.7260e-005
tblVehicleEF	LHD1	6.1270e-003	6.8007e-003
tblVehicleEF	LHD1	4.2100e-004	1.3311e-004
tblVehicleEF	LHD1	3.6860e-003	3.1701e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.0330e-003	1.7530e-003

tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.35	0.70
tblVehicleEF	LHD1	0.36	0.11
tblVehicleEF	LHD2	4.6500e-003	4.3805e-003
tblVehicleEF	LHD2	5.8620e-003	5.0498e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.45	0.57
tblVehicleEF	LHD2	1.67	0.89
tblVehicleEF	LHD2	13.53	13.42
tblVehicleEF	LHD2	634.55	698.02
tblVehicleEF	LHD2	30.01	10.61
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.88	1.08
tblVehicleEF	LHD2	0.66	0.27
tblVehicleEF	LHD2	1.1790e-003	1.1742e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.7680e-003	0.01
tblVehicleEF	LHD2	5.5800e-004	1.9149e-004
tblVehicleEF	LHD2	1.1280e-003	1.1234e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6300e-003	2.5992e-003
tblVehicleEF	LHD2	9.3300e-003	0.01
tblVehicleEF	LHD2	5.1400e-004	1.7607e-004
tblVehicleEF	LHD2	1.4140e-003	1.9035e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.8000e-004	1.1332e-003
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tblVehicleEF	LHD2	0.11	0.44
tblVehicleEF	LHD2	0.15	0.07
tblVehicleEF	LHD2	1.3300e-004	1.2893e-004
tblVehicleEF	LHD2	6.1920e-003	6.7671e-003
tblVehicleEF	LHD2	3.3100e-004	1.0499e-004
tblVehicleEF	LHD2	1.4140e-003	1.9035e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.8000e-004	1.1332e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.11	0.44
tblVehicleEF	LHD2	0.17	0.07
tblVehicleEF	LHD2	4.6500e-003	4.3899e-003
tblVehicleEF	LHD2	5.9540e-003	5.1158e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.46	0.58
tblVehicleEF	LHD2	1.60	0.85
tblVehicleEF	LHD2	13.53	13.42
tblVehicleEF	LHD2	634.55	698.03
tblVehicleEF	LHD2	30.01	10.54
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.83	1.02
tblVehicleEF	LHD2	0.63	0.26

tblVehicleEF	LHD2	1.1790e-003	1.1742e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.7680e-003	0.01
tblVehicleEF	LHD2	5.5800e-004	1.9149e-004
tblVehicleEF	LHD2	1.1280e-003	1.1234e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6300e-003	2.5992e-003
tblVehicleEF	LHD2	9.3300e-003	0.01
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tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.2380e-003	1.5798e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.10	0.42
tblVehicleEF	LHD2	0.15	0.07
tblVehicleEF	LHD2	1.3300e-004	1.2893e-004
tblVehicleEF	LHD2	6.1920e-003	6.7672e-003
tblVehicleEF	LHD2	3.3000e-004	1.0428e-004
tblVehicleEF	LHD2	2.1090e-003	2.8050e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.2380e-003	1.5798e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.42
tblVehicleEF	LHD2	0.16	0.07

tblVehicleEF	LHD2	4.6500e-003	4.3786e-003
tblVehicleEF	LHD2	5.8380e-003	5.0320e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	0.45	0.57
tblVehicleEF	LHD2	1.68	0.90
tblVehicleEF	LHD2	13.53	13.42
tblVehicleEF	LHD2	634.55	698.01
tblVehicleEF	LHD2	30.01	10.62
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.87	1.06
tblVehicleEF	LHD2	0.67	0.27
tblVehicleEF	LHD2	1.1790e-003	1.1742e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.7680e-003	0.01
tblVehicleEF	LHD2	5.5800e-004	1.9149e-004
tblVehicleEF	LHD2	1.1280e-003	1.1234e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6300e-003	2.5992e-003
tblVehicleEF	LHD2	9.3300e-003	0.01
tblVehicleEF	LHD2	5.1400e-004	1.7607e-004
tblVehicleEF	LHD2	1.4720e-003	2.0038e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.5900e-004	1.1074e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.12	0.48
tblVehicleEF	LHD2	0.16	0.07
tblVehicleEF	LHD2	1.3300e-004	1.2893e-004
tblVehicleEF	LHD2	6.1910e-003	6.7671e-003
tblVehicleEF	LHD2	3.3100e-004	1.0512e-004
tblVehicleEF	LHD2	1.4720e-003	2.0038e-003
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	8.5900e-004	1.1074e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.12	0.48
tblVehicleEF	LHD2	0.17	0.08
tblVehicleEF	MCY	0.53	0.38
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.48	19.74
tblVehicleEF	MCY	9.63	8.47
tblVehicleEF	MCY	187.52	223.45
tblVehicleEF	MCY	45.30	60.30
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.1620e-003	2.1659e-003

tblVehicleEF	MCY	3.8350e-003	3.2508e-003
tblVehicleEF	MCY	1.07	1.10
tblVehicleEF	MCY	0.66	0.69
tblVehicleEF	MCY	0.66	0.68
tblVehicleEF	MCY	2.62	2.65
tblVehicleEF	MCY	0.63	2.16
tblVehicleEF	MCY	2.08	1.84
tblVehicleEF	MCY	2.2730e-003	2.2113e-003
tblVehicleEF	MCY	6.7100e-004	5.9675e-004
tblVehicleEF	MCY	1.07	1.10
tblVehicleEF	MCY	0.66	0.69
tblVehicleEF	MCY	0.66	0.68
tblVehicleEF	MCY	3.25	3.27
tblVehicleEF	MCY	0.63	2.16
tblVehicleEF	MCY	2.26	2.00
tblVehicleEF	MCY	0.52	0.38
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	18.74	18.94
tblVehicleEF	MCY	8.81	7.73
tblVehicleEF	MCY	187.52	221.94
tblVehicleEF	MCY	45.30	58.43
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003

tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.1620e-003	2.1659e-003
tblVehicleEF	MCY	3.8350e-003	3.2508e-003
tblVehicleEF	MCY	1.74	1.75
tblVehicleEF	MCY	0.72	0.75
tblVehicleEF	MCY	1.10	1.09
tblVehicleEF	MCY	2.56	2.58
tblVehicleEF	MCY	0.60	2.03
tblVehicleEF	MCY	1.85	1.63
tblVehicleEF	MCY	2.2590e-003	2.1963e-003
tblVehicleEF	MCY	6.5100e-004	5.7823e-004
tblVehicleEF	MCY	1.74	1.75
tblVehicleEF	MCY	0.72	0.75
tblVehicleEF	MCY	1.10	1.09
tblVehicleEF	MCY	3.17	3.18
tblVehicleEF	MCY	0.60	2.03
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.53	0.39
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	19.59	19.90
tblVehicleEF	MCY	9.76	8.61
tblVehicleEF	MCY	187.52	223.76
tblVehicleEF	MCY	45.30	60.68
tblVehicleEF	MCY	1.11	1.11
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	0.01	0.01

tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.3100e-003	2.3146e-003
tblVehicleEF	MCY	4.0640e-003	3.4455e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	1.0000e-003	1.0000e-003
tblVehicleEF	MCY	2.1620e-003	2.1659e-003
tblVehicleEF	MCY	3.8350e-003	3.2508e-003
tblVehicleEF	MCY	1.17	1.19
tblVehicleEF	MCY	0.86	0.89
tblVehicleEF	MCY	0.63	0.65
tblVehicleEF	MCY	2.64	2.66
tblVehicleEF	MCY	0.73	2.48
tblVehicleEF	MCY	2.12	1.88
tblVehicleEF	MCY	2.2750e-003	2.2143e-003
tblVehicleEF	MCY	6.7500e-004	6.0045e-004
tblVehicleEF	MCY	1.17	1.19
tblVehicleEF	MCY	0.86	0.89
tblVehicleEF	MCY	0.63	0.65
tblVehicleEF	MCY	3.26	3.29
tblVehicleEF	MCY	0.73	2.48
tblVehicleEF	MCY	2.31	2.05
tblVehicleEF	MDV	0.02	9.2304e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.77	1.63
tblVehicleEF	MDV	3.11	3.48
tblVehicleEF	MDV	543.27	449.17
tblVehicleEF	MDV	109.34	89.67

tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	0.29	0.42
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.09	0.47
tblVehicleEF	MDV	0.25	0.49
tblVehicleEF	MDV	5.4490e-003	4.4414e-003
tblVehicleEF	MDV	1.1480e-003	8.8732e-004
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.47
tblVehicleEF	MDV	0.27	0.54
tblVehicleEF	MDV	0.02	9.6792e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.90	1.75

tblVehicleEF	MDV	2.66	2.97
tblVehicleEF	MDV	567.14	462.77
tblVehicleEF	MDV	109.34	88.67
tblVehicleEF	MDV	0.17	0.14
tblVehicleEF	MDV	0.26	0.39
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.09	0.44
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tblVehicleEF	MDV	0.11	0.14
tblVehicleEF	MDV	0.17	0.16
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.24	0.48

tblVehicleEF	MDV	0.02	9.0788e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.72	1.59
tblVehicleEF	MDV	3.20	3.60
tblVehicleEF	MDV	534.52	444.14
tblVehicleEF	MDV	109.34	89.90
tblVehicleEF	MDV	0.19	0.15
tblVehicleEF	MDV	0.29	0.43
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.4830e-003	2.3869e-003
tblVehicleEF	MDV	2.6470e-003	2.3461e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.2920e-003	2.2023e-003
tblVehicleEF	MDV	2.4370e-003	2.1597e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.55
tblVehicleEF	MDV	0.25	0.50
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tblVehicleEF	MDV	1.1500e-003	8.8960e-004
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.18	0.17
tblVehicleEF	MDV	0.07	0.09

tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.11	0.55
tblVehicleEF	MDV	0.28	0.55
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tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	1.18	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00
tblVehicleEF	MH	0.13	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.01	9.3785e-003
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tblVehicleEF	MH	0.08	0.00
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tblVehicleEF	MH	0.47	0.00
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tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	0.08	0.00
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tblVehicleEF	MH	0.13	0.07
tblVehicleEF	MH	0.02	0.00

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tblVehicleEF	MH	0.01	9.3785e-003
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tblVehicleEF	MH	0.08	0.00
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tblVehicleEF	MH	0.18	0.08
tblVehicleEF	MH	0.02	0.00
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tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.09
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tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.1950e-003	4.0000e-003
tblVehicleEF	MH	0.02	0.09
tblVehicleEF	MH	1.4630e-003	0.00
tblVehicleEF	MH	1.35	0.00
tblVehicleEF	MH	0.10	0.00

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tblVehicleEF	MH	0.13	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.43	0.00
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tblVehicleEF	MH	1.35	0.00
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tblVehicleEF	MHD	0.01	0.01

tblVehicleEF	MHD	0.04	0.07
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tblVehicleEF	MHD	1.3410e-003	8.0902e-004
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tblVehicleEF	MHD	1.3410e-003	8.0902e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	8.3700e-004	4.9874e-004
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tblVehicleEF	MHD	0.50	0.08
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tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
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tblVehicleEF	MHD	1.8090e-003	1.8042e-003
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tblVehicleEF	MHD	3.0000e-003	3.0000e-003
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tblVehicleEF	MHD	0.04	0.07
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tblVehicleEF	OBUS	2.66	0.62
tblVehicleEF	OBUS	3.0000e-004	3.3600e-003
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tblVehicleEF	OBUS	0.01	0.01
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tblVehicleEF	OBUS	0.06	0.06
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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.05
tblVehicleEF	OBUS	7.8200e-004	1.9896e-004
tblVehicleEF	OBUS	2.4200e-004	2.7145e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	9.9080e-003	0.05

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tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	1.1100e-003	1.3038e-003
tblVehicleEF	OBUS	0.09	0.18
tblVehicleEF	OBUS	0.04	0.25
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	OBUS	0.01	9.0689e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.31	0.66
tblVehicleEF	OBUS	0.68	1.23
tblVehicleEF	OBUS	6.15	2.57
tblVehicleEF	OBUS	103.03	96.74
tblVehicleEF	OBUS	1,273.03	1,457.52
tblVehicleEF	OBUS	68.83	19.93

tblVehicleEF	OBUS	0.62	0.70
tblVehicleEF	OBUS	2.02	2.46
tblVehicleEF	OBUS	2.67	0.62
tblVehicleEF	OBUS	3.6500e-004	4.0820e-003
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.01	0.05
tblVehicleEF	OBUS	7.8200e-004	1.9896e-004
tblVehicleEF	OBUS	3.4900e-004	3.9054e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	9.9080e-003	0.05
tblVehicleEF	OBUS	7.2000e-004	1.8311e-004
tblVehicleEF	OBUS	1.5550e-003	1.9741e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	7.6300e-004	9.1952e-004
tblVehicleEF	OBUS	0.07	0.14
tblVehicleEF	OBUS	0.04	0.28
tblVehicleEF	OBUS	0.39	0.12
tblVehicleEF	OBUS	9.9500e-004	9.2027e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9600e-004	1.9718e-004
tblVehicleEF	OBUS	1.5550e-003	1.9741e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	7.6300e-004	9.1952e-004

tblVehicleEF	OBUS	0.09	0.18
tblVehicleEF	OBUS	0.04	0.28
tblVehicleEF	OBUS	0.42	0.14
tblVehicleEF	SBUS	0.88	0.07
tblVehicleEF	SBUS	0.01	7.9701e-003
tblVehicleEF	SBUS	0.07	6.1513e-003
tblVehicleEF	SBUS	7.89	2.68
tblVehicleEF	SBUS	0.84	0.67
tblVehicleEF	SBUS	7.67	0.86
tblVehicleEF	SBUS	1,153.25	354.14
tblVehicleEF	SBUS	1,098.50	1,133.34
tblVehicleEF	SBUS	52.01	5.22
tblVehicleEF	SBUS	10.62	3.36
tblVehicleEF	SBUS	4.93	5.23
tblVehicleEF	SBUS	12.73	0.80
tblVehicleEF	SBUS	0.01	4.8914e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.4700e-004	4.5351e-005
tblVehicleEF	SBUS	0.01	4.6798e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
tblVehicleEF	SBUS	3.4480e-003	9.3291e-004
tblVehicleEF	SBUS	0.03	7.9894e-003

tblVehicleEF	SBUS	0.96	0.31
tblVehicleEF	SBUS	1.6800e-003	4.7378e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.40	0.04
tblVehicleEF	SBUS	0.01	3.3776e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5300e-004	5.1647e-005
tblVehicleEF	SBUS	3.4480e-003	9.3291e-004
tblVehicleEF	SBUS	0.03	7.9894e-003
tblVehicleEF	SBUS	1.38	0.44
tblVehicleEF	SBUS	1.6800e-003	4.7378e-004
tblVehicleEF	SBUS	0.14	0.12
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.44	0.04
tblVehicleEF	SBUS	0.88	0.07
tblVehicleEF	SBUS	0.01	8.0602e-003
tblVehicleEF	SBUS	0.06	5.4885e-003
tblVehicleEF	SBUS	7.76	2.63
tblVehicleEF	SBUS	0.86	0.68
tblVehicleEF	SBUS	6.22	0.70
tblVehicleEF	SBUS	1,206.53	363.00
tblVehicleEF	SBUS	1,098.50	1,133.36
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tblVehicleEF	SBUS	10.96	3.44
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tblVehicleEF	SBUS	12.69	0.79

tblVehicleEF	SBUS	0.01	4.1305e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.4700e-004	4.5351e-005
tblVehicleEF	SBUS	9.8410e-003	3.9518e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
tblVehicleEF	SBUS	5.0870e-003	1.3452e-003
tblVehicleEF	SBUS	0.03	8.1038e-003
tblVehicleEF	SBUS	0.95	0.31
tblVehicleEF	SBUS	2.4200e-003	6.5907e-004
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.36	0.03
tblVehicleEF	SBUS	0.01	3.4613e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2900e-004	4.9030e-005
tblVehicleEF	SBUS	5.0870e-003	1.3452e-003
tblVehicleEF	SBUS	0.03	8.1038e-003
tblVehicleEF	SBUS	1.37	0.44
tblVehicleEF	SBUS	2.4200e-003	6.5907e-004
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.39	0.03

tblVehicleEF	SBUS	0.88	0.07
tblVehicleEF	SBUS	0.01	7.9428e-003
tblVehicleEF	SBUS	0.07	6.3035e-003
tblVehicleEF	SBUS	8.07	2.73
tblVehicleEF	SBUS	0.84	0.67
tblVehicleEF	SBUS	7.93	0.89
tblVehicleEF	SBUS	1,079.68	341.91
tblVehicleEF	SBUS	1,098.50	1,133.33
tblVehicleEF	SBUS	52.01	5.27
tblVehicleEF	SBUS	10.15	3.25
tblVehicleEF	SBUS	4.85	5.14
tblVehicleEF	SBUS	12.73	0.80
tblVehicleEF	SBUS	0.01	5.9422e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.4700e-004	4.5351e-005
tblVehicleEF	SBUS	0.01	5.6851e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6880e-003	2.6873e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	6.8700e-004	4.1698e-005
tblVehicleEF	SBUS	3.6280e-003	9.6962e-004
tblVehicleEF	SBUS	0.03	8.6170e-003
tblVehicleEF	SBUS	0.96	0.31
tblVehicleEF	SBUS	1.6230e-003	4.5940e-004
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tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.41	0.04
tblVehicleEF	SBUS	0.01	3.2620e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5700e-004	5.2148e-005
tblVehicleEF	SBUS	3.6280e-003	9.6962e-004
tblVehicleEF	SBUS	0.03	8.6170e-003
tblVehicleEF	SBUS	1.38	0.44
tblVehicleEF	SBUS	1.6230e-003	4.5940e-004
tblVehicleEF	SBUS	0.14	0.12
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.45	0.04
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	12.36	42.74
tblVehicleEF	UBUS	8.85	0.71
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.74
tblVehicleEF	UBUS	11.49	1.21
tblVehicleEF	UBUS	15.98	0.08
tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003

tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	4.1600e-003	6.1341e-004
tblVehicleEF	UBUS	0.07	7.6310e-003
tblVehicleEF	UBUS	2.3210e-003	4.4997e-004
tblVehicleEF	UBUS	0.96	0.16
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.66	0.05
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0390e-003	8.6510e-005
tblVehicleEF	UBUS	4.1600e-003	6.1341e-004
tblVehicleEF	UBUS	0.07	7.6310e-003
tblVehicleEF	UBUS	2.3210e-003	4.4997e-004
tblVehicleEF	UBUS	4.03	6.42
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.72	0.05
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.04	0.01
tblVehicleEF	UBUS	12.41	42.74
tblVehicleEF	UBUS	7.66	0.63
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.60
tblVehicleEF	UBUS	10.84	1.20
tblVehicleEF	UBUS	15.93	0.08
tblVehicleEF	UBUS	0.64	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005

tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	5.9230e-003	8.8981e-004
tblVehicleEF	UBUS	0.07	7.8714e-003
tblVehicleEF	UBUS	3.1960e-003	6.2061e-004
tblVehicleEF	UBUS	0.97	0.16
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	0.60	0.04
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0190e-003	8.5055e-005
tblVehicleEF	UBUS	5.9230e-003	8.8981e-004
tblVehicleEF	UBUS	0.07	7.8714e-003
tblVehicleEF	UBUS	3.1960e-003	6.2061e-004
tblVehicleEF	UBUS	4.04	6.42
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	0.66	0.05
tblVehicleEF	UBUS	2.95	6.22
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	12.34	42.74
tblVehicleEF	UBUS	9.07	0.73
tblVehicleEF	UBUS	2,008.92	1,985.10
tblVehicleEF	UBUS	88.02	8.77
tblVehicleEF	UBUS	11.27	1.20
tblVehicleEF	UBUS	15.99	0.08
tblVehicleEF	UBUS	0.64	0.07

tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.15	3.6952e-003
tblVehicleEF	UBUS	9.7400e-004	3.6394e-005
tblVehicleEF	UBUS	0.27	0.03
tblVehicleEF	UBUS	3.0000e-003	7.9689e-003
tblVehicleEF	UBUS	0.14	3.5328e-003
tblVehicleEF	UBUS	8.9600e-004	3.3463e-005
tblVehicleEF	UBUS	4.7740e-003	6.0073e-004
tblVehicleEF	UBUS	0.09	8.1480e-003
tblVehicleEF	UBUS	2.4590e-003	4.2794e-004
tblVehicleEF	UBUS	0.96	0.16
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	0.67	0.05
tblVehicleEF	UBUS	0.01	1.4781e-003
tblVehicleEF	UBUS	1.0430e-003	8.6803e-005
tblVehicleEF	UBUS	4.7740e-003	6.0073e-004
tblVehicleEF	UBUS	0.09	8.1480e-003
tblVehicleEF	UBUS	2.4590e-003	4.2794e-004
tblVehicleEF	UBUS	4.02	6.42
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	0.74	0.05
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	ST_TR	1.32	32.80
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	32.80

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1848	1.2009	14.9314	0.0363	3.8563	0.0259	3.8822	1.0220	0.0239	1.0459	3,667.972	3,667.9728	0.1358	3,671.368	1	8
Unmitigated	1.1848	1.2009	14.9314	0.0363	3.8563	0.0259	3.8822	1.0220	0.0239	1.0459	3,667.972	3,667.9728	0.1358	3,671.368	1	8

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
General Light Industry	328.00	328.00	0.00	1,584,417	1,584,417	1,584,417	1,584,417
Total	328.00	328.00	0.00	1,584,417	1,584,417	1,584,417	1,584,417

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	100.00	0.00	0.00	92	5	3	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.593795	0.049259	0.218426	0.133094	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.005426	0.000000	0.000000

4. CalEEMod Output: Trucks

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Trucks - Los Angeles-South Coast County, Annual

Trucks
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - See assumptions file.

Vehicle Emission Factors - Updated with EMFAC2017 data

Vehicle Emission Factors - Updated with EMFAC2017 data

Vehicle Emission Factors - Updated with EMFAC2017 data

Consumer Products - Mobile source only

Area Coating - Mobile source only

Energy Use - Mobile source only

Water And Wastewater - Mobile source only

Solid Waste - Mobile source only

Fleet Mix - See assumptions file

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.25	0.00
tblEnergyUse	T24NG	13.65	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00

tblFleetMix	SBUS	6.7700e-004	0.00
tblFleetMix	UBUS	2.3590e-003	0.00
tblSolidWaste	SolidWasteGenerationRate	12.40	0.00
tblVehicleEF	HHD	0.68	0.02
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	2.75	4.48
tblVehicleEF	HHD	1.17	0.77
tblVehicleEF	HHD	3.50	0.00
tblVehicleEF	HHD	4,770.40	1,238.85
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	22.90	7.49
tblVehicleEF	HHD	4.59	5.94
tblVehicleEF	HHD	19.58	1.04
tblVehicleEF	HHD	0.02	2.5150e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.4060e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	5.6590e-003	0.00

tblVehicleEF	HHD	0.69	0.43
tblVehicleEF	HHD	9.1000e-005	0.00
tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	4.9400e-004	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6600e-004	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	5.6590e-003	0.00
tblVehicleEF	HHD	0.80	0.49
tblVehicleEF	HHD	9.1000e-005	0.00
tblVehicleEF	HHD	0.27	0.26
tblVehicleEF	HHD	4.9400e-004	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	0.64	0.02
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.00	4.24
tblVehicleEF	HHD	1.17	0.77
tblVehicleEF	HHD	3.33	0.00
tblVehicleEF	HHD	5,051.17	1,262.43
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	23.63	7.50
tblVehicleEF	HHD	4.34	5.62
tblVehicleEF	HHD	19.57	1.04

tblVehicleEF	HHD	0.02	2.2030e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.1080e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
tblVehicleEF	HHD	1.8800e-004	0.00
tblVehicleEF	HHD	5.7950e-003	0.00
tblVehicleEF	HHD	0.65	0.43
tblVehicleEF	HHD	1.3300e-004	0.00
tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	4.8300e-004	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6300e-004	0.00
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tblVehicleEF	HHD	5.7950e-003	0.00
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tblVehicleEF	HHD	0.09	0.01
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tblVehicleEF	HHD	3.78	4.82
tblVehicleEF	HHD	1.16	0.77
tblVehicleEF	HHD	3.53	0.00
tblVehicleEF	HHD	4,382.68	1,206.29
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tblVehicleEF	HHD	0.02	2.9450e-003
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tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.8180e-003
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tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
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tblVehicleEF	HHD	6.2650e-003	0.00
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tblVehicleEF	LDA	2.2990e-003	0.00
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tblVehicleEF	LDA	2.1210e-003	0.00

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tblVehicleEF	MHD	0.02	0.00
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tblVehicleEF	MHD	9.3600e-004	0.00
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tblVehicleEF	MHD	1.3410e-003	0.00
tblVehicleEF	MHD	0.05	0.00

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tblVehicleEF	MHD	8.3700e-004	0.00
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tblVehicleEF	UBUS	1.0430e-003	0.00
tblVehicleEF	UBUS	4.7740e-003	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.4590e-003	0.00
tblVehicleEF	UBUS	4.02	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.74	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	16.60	59.33
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	60.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	60.00
tblWater	IndoorWaterUseRate	2,312,500.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.9163	74.3617	10.3055	0.2066	4.7850	0.4907	5.2756	1.3149	0.4695	1.7844	0.0000	19,833.54	19,833.547	0.1227	0.0000	19,836.61
Unmitigated	2.9163	74.3617	10.3055	0.2066	4.7850	0.4907	5.2756	1.3149	0.4695	1.7844	0.0000	19,833.54	19,833.547	0.1227	0.0000	19,836.61

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
General Light Industry	600.00	600.00	0.00	11,107,194	11,107,194	11,107,194	11,107,194
Total	600.00	600.00	0.00	11,107,194	11,107,194	11,107,194	11,107,194

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
General Light Industry	59.33	8.40	6.90	100.00	0.00	0.00	100	0	0	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

Trucks - Los Angeles-South Coast County, Summer

Trucks**Los Angeles-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - See assumptions file.

Vehicle Emission Factors - Updated with EMFAC2017 data

Vehicle Emission Factors - Updated with EMFAC2017 data

Vehicle Emission Factors - Updated with EMFAC2017 data

Consumer Products - Mobile source only

Area Coating - Mobile source only

Energy Use - Mobile source only

Water And Wastewater - Mobile source only

Solid Waste - Mobile source only

Fleet Mix - See assumptions file

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.25	0.00
tblEnergyUse	T24NG	13.65	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00

tblFleetMix	UBUS	2.3590e-003	0.00
tblSolidWaste	SolidWasteGenerationRate	12.40	0.00
tblVehicleEF	HHD	0.68	0.02
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	2.75	4.48
tblVehicleEF	HHD	1.17	0.77
tblVehicleEF	HHD	3.50	0.00
tblVehicleEF	HHD	4,770.40	1,238.85
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	22.90	7.49
tblVehicleEF	HHD	4.59	5.94
tblVehicleEF	HHD	19.58	1.04
tblVehicleEF	HHD	0.02	2.5150e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.4060e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	5.6590e-003	0.00
tblVehicleEF	HHD	0.69	0.43

tblVehicleEF	HHD	9.1000e-005	0.00
tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	4.9400e-004	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6600e-004	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	5.6590e-003	0.00
tblVehicleEF	HHD	0.80	0.49
tblVehicleEF	HHD	9.1000e-005	0.00
tblVehicleEF	HHD	0.27	0.26
tblVehicleEF	HHD	4.9400e-004	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	0.64	0.02
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.00	4.24
tblVehicleEF	HHD	1.17	0.77
tblVehicleEF	HHD	3.33	0.00
tblVehicleEF	HHD	5,051.17	1,262.43
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	23.63	7.50
tblVehicleEF	HHD	4.34	5.62
tblVehicleEF	HHD	19.57	1.04
tblVehicleEF	HHD	0.02	2.2030e-003

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.1080e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
tblVehicleEF	HHD	1.8800e-004	0.00
tblVehicleEF	HHD	5.7950e-003	0.00
tblVehicleEF	HHD	0.65	0.43
tblVehicleEF	HHD	1.3300e-004	0.00
tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	4.8300e-004	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6300e-004	0.00
tblVehicleEF	HHD	1.8800e-004	0.00
tblVehicleEF	HHD	5.7950e-003	0.00
tblVehicleEF	HHD	0.76	0.50
tblVehicleEF	HHD	1.3300e-004	0.00
tblVehicleEF	HHD	0.27	0.26
tblVehicleEF	HHD	4.8300e-004	0.00
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tblVehicleEF	HHD	0.73	0.02

tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.10	0.00
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tblVehicleEF	HHD	1.16	0.77
tblVehicleEF	HHD	3.53	0.00
tblVehicleEF	HHD	4,382.68	1,206.29
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	21.89	7.48
tblVehicleEF	HHD	4.51	5.84
tblVehicleEF	HHD	19.58	1.04
tblVehicleEF	HHD	0.02	2.9450e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.8180e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
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tblVehicleEF	HHD	6.2650e-003	0.00
tblVehicleEF	HHD	0.74	0.42
tblVehicleEF	HHD	8.8000e-005	0.00
tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	5.3300e-004	0.00

tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6700e-004	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	6.2650e-003	0.00
tblVehicleEF	HHD	0.86	0.48
tblVehicleEF	HHD	8.8000e-005	0.00
tblVehicleEF	HHD	0.27	0.26
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tblVehicleEF	LDA	0.09	0.00
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.0000e-003	0.00
tblVehicleEF	LDA	2.2990e-003	0.00
tblVehicleEF	LDA	2.3500e-003	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	2.0000e-003	0.00
tblVehicleEF	LDA	2.1210e-003	0.00
tblVehicleEF	LDA	2.1610e-003	0.00

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tblVehicleEF	LDA	0.12	0.00
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.04	0.00
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tblVehicleEF	LDA	6.3700e-004	0.00
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tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.04	0.00
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tblVehicleEF	LDA	2.2990e-003	0.00
tblVehicleEF	LDA	2.3500e-003	0.00
tblVehicleEF	LDA	0.02	0.00

tblVehicleEF	LDA	2.0000e-003	0.00
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tblVehicleEF	LDA	2.1610e-003	0.00
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tblVehicleEF	LDA	0.12	0.00
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tblVehicleEF	LDA	0.06	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.04	0.00
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tblVehicleEF	LDA	0.09	0.00
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.0000e-003	0.00

tblVehicleEF	LDA	2.2990e-003	0.00
tblVehicleEF	LDA	2.3500e-003	0.00
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tblVehicleEF	LDT1	0.19	0.00

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tblVehicleEF	LDT1	2.0000e-003	0.00
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tblVehicleEF	LDT1	0.24	0.00
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tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	0.02	0.00
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tblVehicleEF	LDT1	0.04	0.00
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tblVehicleEF	LDT1	3.9490e-003	0.00
tblVehicleEF	LDT1	3.7850e-003	0.00
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	2.0000e-003	0.00
tblVehicleEF	LDT1	3.6370e-003	0.00
tblVehicleEF	LDT1	3.4820e-003	0.00
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tblVehicleEF	LDT1	0.17	0.00
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tblVehicleEF	LDT1	0.32	0.00
tblVehicleEF	LDT1	0.17	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.18	0.00
tblVehicleEF	LDT1	0.23	0.00
tblVehicleEF	LDT1	0.02	0.00

tblVehicleEF	LDT1	0.02	0.00
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tblVehicleEF	LDT1	0.04	0.00
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tblVehicleEF	LDT1	3.9490e-003	0.00
tblVehicleEF	LDT1	3.7850e-003	0.00
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	2.0000e-003	0.00
tblVehicleEF	LDT1	3.6370e-003	0.00
tblVehicleEF	LDT1	3.4820e-003	0.00
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tblVehicleEF	LDT1	0.35	0.00
tblVehicleEF	LDT1	0.11	0.00
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	0.23	0.00
tblVehicleEF	LDT1	0.25	0.00
tblVehicleEF	LDT1	3.5750e-003	0.00
tblVehicleEF	LDT1	7.9300e-004	0.00
tblVehicleEF	LDT1	0.15	0.00
tblVehicleEF	LDT1	0.35	0.00
tblVehicleEF	LDT1	0.11	0.00
tblVehicleEF	LDT1	0.07	0.00

tblVehicleEF	LDT1	0.23	0.00
tblVehicleEF	LDT1	0.27	0.00
tblVehicleEF	LDT2	8.6320e-003	0.00
tblVehicleEF	LDT2	8.2970e-003	0.00
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tblVehicleEF	LDT2	1.67	0.00
tblVehicleEF	LDT2	408.00	0.00
tblVehicleEF	LDT2	83.22	0.00
tblVehicleEF	LDT2	0.10	0.00
tblVehicleEF	LDT2	0.14	0.00
tblVehicleEF	LDT2	0.04	0.00
tblVehicleEF	LDT2	8.0000e-003	0.00
tblVehicleEF	LDT2	2.1760e-003	0.00
tblVehicleEF	LDT2	2.3520e-003	0.00
tblVehicleEF	LDT2	0.02	0.00
tblVehicleEF	LDT2	2.0000e-003	0.00
tblVehicleEF	LDT2	2.0020e-003	0.00
tblVehicleEF	LDT2	2.1630e-003	0.00
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.02	0.00
tblVehicleEF	LDT2	0.07	0.00
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	4.0880e-003	0.00
tblVehicleEF	LDT2	8.6100e-004	0.00
tblVehicleEF	LDT2	0.05	0.00

tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.05	0.00
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tblVehicleEF	MDV	0.05	0.00
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.25	0.00
tblVehicleEF	MDV	5.4490e-003	0.00
tblVehicleEF	MDV	1.1480e-003	0.00
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.17	0.00
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tblVehicleEF	MDV	0.09	0.00
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tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	1.90	0.00
tblVehicleEF	MDV	2.66	0.00
tblVehicleEF	MDV	567.14	0.00
tblVehicleEF	MDV	109.34	0.00
tblVehicleEF	MDV	0.17	0.00
tblVehicleEF	MDV	0.26	0.00
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	2.4830e-003	0.00
tblVehicleEF	MDV	2.6470e-003	0.00
tblVehicleEF	MDV	0.02	0.00

tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	2.2920e-003	0.00
tblVehicleEF	MDV	2.4370e-003	0.00
tblVehicleEF	MDV	0.11	0.00
tblVehicleEF	MDV	0.17	0.00
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tblVehicleEF	MDV	0.05	0.00
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tblVehicleEF	MDV	0.17	0.00
tblVehicleEF	MDV	0.10	0.00
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tblVehicleEF	MDV	534.52	0.00
tblVehicleEF	MDV	109.34	0.00
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tblVehicleEF	MDV	0.04	0.00
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tblVehicleEF	MDV	2.2920e-003	0.00
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tblVehicleEF	MH	63.70	0.00
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tblVehicleEF	SBUS	4.65	0.00
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tblVehicleEF	SBUS	0.03	0.00
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tblVehicleEF	SBUS	9.8410e-003	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.6880e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	6.8700e-004	0.00

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tblVehicleEF	SBUS	0.03	0.00
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tblVehicleEF	SBUS	0.01	0.00
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tblVehicleEF	SBUS	0.01	0.00
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tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
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tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.6880e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	6.8700e-004	0.00
tblVehicleEF	SBUS	3.6280e-003	0.00
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tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.41	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.01	0.00
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tblVehicleEF	SBUS	3.6280e-003	0.00
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tblVehicleEF	SBUS	1.38	0.00
tblVehicleEF	SBUS	1.6230e-003	0.00
tblVehicleEF	SBUS	0.14	0.00

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tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	12.36	0.00
tblVehicleEF	UBUS	8.85	0.00
tblVehicleEF	UBUS	2,008.92	0.00
tblVehicleEF	UBUS	88.02	0.00
tblVehicleEF	UBUS	11.49	0.00
tblVehicleEF	UBUS	15.98	0.00
tblVehicleEF	UBUS	0.64	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	9.7400e-004	0.00
tblVehicleEF	UBUS	0.27	0.00
tblVehicleEF	UBUS	3.0000e-003	0.00
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	8.9600e-004	0.00
tblVehicleEF	UBUS	4.1600e-003	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	2.3210e-003	0.00
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tblVehicleEF	UBUS	0.66	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.0390e-003	0.00
tblVehicleEF	UBUS	4.1600e-003	0.00

tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	2.3210e-003	0.00
tblVehicleEF	UBUS	4.03	0.00
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tblVehicleEF	UBUS	2.95	0.00
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tblVehicleEF	UBUS	10.84	0.00
tblVehicleEF	UBUS	15.93	0.00
tblVehicleEF	UBUS	0.64	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	9.7400e-004	0.00
tblVehicleEF	UBUS	0.27	0.00
tblVehicleEF	UBUS	3.0000e-003	0.00
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tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	3.1960e-003	0.00
tblVehicleEF	UBUS	0.97	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	0.60	0.00

tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.0190e-003	0.00
tblVehicleEF	UBUS	5.9230e-003	0.00
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tblVehicleEF	UBUS	4.04	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	0.66	0.00
tblVehicleEF	UBUS	2.95	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	12.34	0.00
tblVehicleEF	UBUS	9.07	0.00
tblVehicleEF	UBUS	2,008.92	0.00
tblVehicleEF	UBUS	88.02	0.00
tblVehicleEF	UBUS	11.27	0.00
tblVehicleEF	UBUS	15.99	0.00
tblVehicleEF	UBUS	0.64	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	9.7400e-004	0.00
tblVehicleEF	UBUS	0.27	0.00
tblVehicleEF	UBUS	3.0000e-003	0.00
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tblVehicleEF	UBUS	8.9600e-004	0.00
tblVehicleEF	UBUS	4.7740e-003	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.4590e-003	0.00

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tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.67	0.00
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tblVehicleEF	UBUS	1.0430e-003	0.00
tblVehicleEF	UBUS	4.7740e-003	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.4590e-003	0.00
tblVehicleEF	UBUS	4.02	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.74	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	16.60	59.33
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	60.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	60.00
tblWater	IndoorWaterUseRate	2,312,500.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	18.6830	452.4859	65.8182	1.3259	31.2047	3.1488	34.3535	8.5595	3.0126	11.5721	140,343.8 984	140,343.89 84	0.8686			140,365.6 121
Unmitigated	18.6830	452.4859	65.8182	1.3259	31.2047	3.1488	34.3535	8.5595	3.0126	11.5721	140,343.8 984	140,343.89 84	0.8686			140,365.6 121

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
General Light Industry	600.00	600.00	0.00	11,107,194		11,107,194	
Total	600.00	600.00	0.00	11,107,194		11,107,194	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	59.33	8.40	6.90	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

Trucks - Los Angeles-South Coast County, Winter

Trucks**Los Angeles-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - See assumptions file.

Vehicle Emission Factors - Updated with EMFAC2017 data

Vehicle Emission Factors - Updated with EMFAC2017 data

Vehicle Emission Factors - Updated with EMFAC2017 data

Consumer Products - Mobile source only

Area Coating - Mobile source only

Energy Use - Mobile source only

Water And Wastewater - Mobile source only

Solid Waste - Mobile source only

Fleet Mix - See assumptions file

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.25	0.00
tblEnergyUse	T24NG	13.65	0.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0900e-003	0.00
tblFleetMix	MCY	5.0050e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.0700e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.4380e-003	0.00
tblFleetMix	SBUS	6.7700e-004	0.00

tblFleetMix	UBUS	2.3590e-003	0.00
tblSolidWaste	SolidWasteGenerationRate	12.40	0.00
tblVehicleEF	HHD	0.68	0.02
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	2.75	4.48
tblVehicleEF	HHD	1.17	0.77
tblVehicleEF	HHD	3.50	0.00
tblVehicleEF	HHD	4,770.40	1,238.85
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	22.90	7.49
tblVehicleEF	HHD	4.59	5.94
tblVehicleEF	HHD	19.58	1.04
tblVehicleEF	HHD	0.02	2.5150e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.4060e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	5.6590e-003	0.00
tblVehicleEF	HHD	0.69	0.43

tblVehicleEF	HHD	9.1000e-005	0.00
tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	4.9400e-004	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6600e-004	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	5.6590e-003	0.00
tblVehicleEF	HHD	0.80	0.49
tblVehicleEF	HHD	9.1000e-005	0.00
tblVehicleEF	HHD	0.27	0.26
tblVehicleEF	HHD	4.9400e-004	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	0.64	0.02
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.00	4.24
tblVehicleEF	HHD	1.17	0.77
tblVehicleEF	HHD	3.33	0.00
tblVehicleEF	HHD	5,051.17	1,262.43
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
tblVehicleEF	HHD	23.63	7.50
tblVehicleEF	HHD	4.34	5.62
tblVehicleEF	HHD	19.57	1.04
tblVehicleEF	HHD	0.02	2.2030e-003

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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.1080e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
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tblVehicleEF	HHD	1.8800e-004	0.00
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tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	4.8300e-004	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.02	0.02
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tblVehicleEF	HHD	0.27	0.26
tblVehicleEF	HHD	4.8300e-004	0.00
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	0.73	0.02

tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.10	0.00
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tblVehicleEF	HHD	1.16	0.77
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tblVehicleEF	HHD	4,382.68	1,206.29
tblVehicleEF	HHD	1,679.50	1,766.90
tblVehicleEF	HHD	10.80	0.00
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tblVehicleEF	HHD	4.51	5.84
tblVehicleEF	HHD	19.58	1.04
tblVehicleEF	HHD	0.02	2.9450e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	1.0700e-004	0.00
tblVehicleEF	HHD	0.02	2.8180e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8340e-003	9.0000e-003
tblVehicleEF	HHD	0.02	0.04
tblVehicleEF	HHD	9.9000e-005	0.00
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tblVehicleEF	HHD	0.16	0.23
tblVehicleEF	HHD	5.3300e-004	0.00

tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6700e-004	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	6.2650e-003	0.00
tblVehicleEF	HHD	0.86	0.48
tblVehicleEF	HHD	8.8000e-005	0.00
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tblVehicleEF	LDA	0.06	0.00
tblVehicleEF	LDA	0.09	0.00
tblVehicleEF	LDA	0.04	0.00
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tblVehicleEF	LDA	2.2990e-003	0.00
tblVehicleEF	LDA	2.3500e-003	0.00
tblVehicleEF	LDA	0.02	0.00
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tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.04	0.00
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tblVehicleEF	LDA	6.3700e-004	0.00
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tblVehicleEF	LDA	0.12	0.00
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.11	0.00
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tblVehicleEF	LDA	2.2990e-003	0.00
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tblVehicleEF	LDA	0.02	0.00

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tblVehicleEF	LDA	2.1210e-003	0.00
tblVehicleEF	LDA	2.1610e-003	0.00
tblVehicleEF	LDA	0.07	0.00
tblVehicleEF	LDA	0.12	0.00
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tblVehicleEF	LHD2	4.6500e-003	0.00
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tblVehicleEF	MHD	0.46	0.00
tblVehicleEF	MHD	1.1810e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	7.8900e-004	0.00
tblVehicleEF	MHD	1.4110e-003	0.00
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	8.2400e-004	0.00
tblVehicleEF	MHD	0.11	0.00
tblVehicleEF	MHD	0.03	0.00
tblVehicleEF	MHD	0.51	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.29	0.00
tblVehicleEF	OBUS	0.68	0.00
tblVehicleEF	OBUS	6.09	0.00
tblVehicleEF	OBUS	110.73	0.00
tblVehicleEF	OBUS	1,273.03	0.00
tblVehicleEF	OBUS	68.83	0.00
tblVehicleEF	OBUS	0.65	0.00
tblVehicleEF	OBUS	2.05	0.00
tblVehicleEF	OBUS	2.66	0.00
tblVehicleEF	OBUS	3.0000e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.01	0.00

tblVehicleEF	OBUS	7.8200e-004	0.00
tblVehicleEF	OBUS	2.8700e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	9.9080e-003	0.00
tblVehicleEF	OBUS	7.2000e-004	0.00
tblVehicleEF	OBUS	1.4950e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	7.8100e-004	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.38	0.00
tblVehicleEF	OBUS	1.0690e-003	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.9500e-004	0.00
tblVehicleEF	OBUS	1.4950e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	7.8100e-004	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.42	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.27	0.00

tblVehicleEF	OBUS	0.69	0.00
tblVehicleEF	OBUS	5.75	0.00
tblVehicleEF	OBUS	116.31	0.00
tblVehicleEF	OBUS	1,273.03	0.00
tblVehicleEF	OBUS	68.83	0.00
tblVehicleEF	OBUS	0.67	0.00
tblVehicleEF	OBUS	1.93	0.00
tblVehicleEF	OBUS	2.62	0.00
tblVehicleEF	OBUS	2.5300e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.8200e-004	0.00
tblVehicleEF	OBUS	2.4200e-004	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	9.9080e-003	0.00
tblVehicleEF	OBUS	7.2000e-004	0.00
tblVehicleEF	OBUS	2.1920e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	1.1100e-003	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.37	0.00
tblVehicleEF	OBUS	1.1220e-003	0.00
tblVehicleEF	OBUS	0.01	0.00

tblVehicleEF	OBUS	7.9000e-004	0.00
tblVehicleEF	OBUS	2.1920e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	1.1100e-003	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.40	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.31	0.00
tblVehicleEF	OBUS	0.68	0.00
tblVehicleEF	OBUS	6.15	0.00
tblVehicleEF	OBUS	103.03	0.00
tblVehicleEF	OBUS	1,273.03	0.00
tblVehicleEF	OBUS	68.83	0.00
tblVehicleEF	OBUS	0.62	0.00
tblVehicleEF	OBUS	2.02	0.00
tblVehicleEF	OBUS	2.67	0.00
tblVehicleEF	OBUS	3.6500e-004	0.00
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.8200e-004	0.00
tblVehicleEF	OBUS	3.4900e-004	0.00
tblVehicleEF	OBUS	0.06	0.00

tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	9.9080e-003	0.00
tblVehicleEF	OBUS	7.2000e-004	0.00
tblVehicleEF	OBUS	1.5550e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	7.6300e-004	0.00
tblVehicleEF	OBUS	0.07	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.39	0.00
tblVehicleEF	OBUS	9.9500e-004	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.9600e-004	0.00
tblVehicleEF	OBUS	1.5550e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	7.6300e-004	0.00
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.42	0.00
tblVehicleEF	SBUS	0.88	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.07	0.00
tblVehicleEF	SBUS	7.89	0.00
tblVehicleEF	SBUS	0.84	0.00
tblVehicleEF	SBUS	7.67	0.00
tblVehicleEF	SBUS	1,153.25	0.00

tblVehicleEF	SBUS	1,098.50	0.00
tblVehicleEF	SBUS	52.01	0.00
tblVehicleEF	SBUS	10.62	0.00
tblVehicleEF	SBUS	4.93	0.00
tblVehicleEF	SBUS	12.73	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	7.4700e-004	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.6880e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	6.8700e-004	0.00
tblVehicleEF	SBUS	3.4480e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.96	0.00
tblVehicleEF	SBUS	1.6800e-003	0.00
tblVehicleEF	SBUS	0.12	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.40	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	6.5300e-004	0.00
tblVehicleEF	SBUS	3.4480e-003	0.00
tblVehicleEF	SBUS	0.03	0.00

tblVehicleEF	SBUS	1.38	0.00
tblVehicleEF	SBUS	1.6800e-003	0.00
tblVehicleEF	SBUS	0.14	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.44	0.00
tblVehicleEF	SBUS	0.88	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	SBUS	7.76	0.00
tblVehicleEF	SBUS	0.86	0.00
tblVehicleEF	SBUS	6.22	0.00
tblVehicleEF	SBUS	1,206.53	0.00
tblVehicleEF	SBUS	1,098.50	0.00
tblVehicleEF	SBUS	52.01	0.00
tblVehicleEF	SBUS	10.96	0.00
tblVehicleEF	SBUS	4.65	0.00
tblVehicleEF	SBUS	12.69	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.00
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tblVehicleEF	SBUS	9.8410e-003	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.6880e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	6.8700e-004	0.00

tblVehicleEF	SBUS	5.0870e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.95	0.00
tblVehicleEF	SBUS	2.4200e-003	0.00
tblVehicleEF	SBUS	0.12	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.36	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	6.2900e-004	0.00
tblVehicleEF	SBUS	5.0870e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	1.37	0.00
tblVehicleEF	SBUS	2.4200e-003	0.00
tblVehicleEF	SBUS	0.14	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.39	0.00
tblVehicleEF	SBUS	0.88	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.07	0.00
tblVehicleEF	SBUS	8.07	0.00
tblVehicleEF	SBUS	0.84	0.00
tblVehicleEF	SBUS	7.93	0.00
tblVehicleEF	SBUS	1,079.68	0.00
tblVehicleEF	SBUS	1,098.50	0.00
tblVehicleEF	SBUS	52.01	0.00
tblVehicleEF	SBUS	10.15	0.00

tblVehicleEF	SBUS	4.85	0.00
tblVehicleEF	SBUS	12.73	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	7.4700e-004	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.6880e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	6.8700e-004	0.00
tblVehicleEF	SBUS	3.6280e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.96	0.00
tblVehicleEF	SBUS	1.6230e-003	0.00
tblVehicleEF	SBUS	0.12	0.00
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.41	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	6.5700e-004	0.00
tblVehicleEF	SBUS	3.6280e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	1.38	0.00
tblVehicleEF	SBUS	1.6230e-003	0.00
tblVehicleEF	SBUS	0.14	0.00

tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	0.45	0.00
tblVehicleEF	UBUS	2.95	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	12.36	0.00
tblVehicleEF	UBUS	8.85	0.00
tblVehicleEF	UBUS	2,008.92	0.00
tblVehicleEF	UBUS	88.02	0.00
tblVehicleEF	UBUS	11.49	0.00
tblVehicleEF	UBUS	15.98	0.00
tblVehicleEF	UBUS	0.64	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	9.7400e-004	0.00
tblVehicleEF	UBUS	0.27	0.00
tblVehicleEF	UBUS	3.0000e-003	0.00
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	8.9600e-004	0.00
tblVehicleEF	UBUS	4.1600e-003	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	2.3210e-003	0.00
tblVehicleEF	UBUS	0.96	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	0.66	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.0390e-003	0.00
tblVehicleEF	UBUS	4.1600e-003	0.00

tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	2.3210e-003	0.00
tblVehicleEF	UBUS	4.03	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	0.72	0.00
tblVehicleEF	UBUS	2.95	0.00
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	12.41	0.00
tblVehicleEF	UBUS	7.66	0.00
tblVehicleEF	UBUS	2,008.92	0.00
tblVehicleEF	UBUS	88.02	0.00
tblVehicleEF	UBUS	10.84	0.00
tblVehicleEF	UBUS	15.93	0.00
tblVehicleEF	UBUS	0.64	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	9.7400e-004	0.00
tblVehicleEF	UBUS	0.27	0.00
tblVehicleEF	UBUS	3.0000e-003	0.00
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	8.9600e-004	0.00
tblVehicleEF	UBUS	5.9230e-003	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	3.1960e-003	0.00
tblVehicleEF	UBUS	0.97	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	0.60	0.00

tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.0190e-003	0.00
tblVehicleEF	UBUS	5.9230e-003	0.00
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	3.1960e-003	0.00
tblVehicleEF	UBUS	4.04	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	0.66	0.00
tblVehicleEF	UBUS	2.95	0.00
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	12.34	0.00
tblVehicleEF	UBUS	9.07	0.00
tblVehicleEF	UBUS	2,008.92	0.00
tblVehicleEF	UBUS	88.02	0.00
tblVehicleEF	UBUS	11.27	0.00
tblVehicleEF	UBUS	15.99	0.00
tblVehicleEF	UBUS	0.64	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.15	0.00
tblVehicleEF	UBUS	9.7400e-004	0.00
tblVehicleEF	UBUS	0.27	0.00
tblVehicleEF	UBUS	3.0000e-003	0.00
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	8.9600e-004	0.00
tblVehicleEF	UBUS	4.7740e-003	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.4590e-003	0.00

tblVehicleEF	UBUS	0.96	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.67	0.00
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.0430e-003	0.00
tblVehicleEF	UBUS	4.7740e-003	0.00
tblVehicleEF	UBUS	0.09	0.00
tblVehicleEF	UBUS	2.4590e-003	0.00
tblVehicleEF	UBUS	4.02	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.74	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	16.60	59.33
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	60.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	60.00
tblWater	IndoorWaterUseRate	2,312,500.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	18.6682	469.2498	66.5829	1.3252	31.2047	3.1498	34.3544	8.5595	3.0135	11.5730	140,269.6 401	140,269.64 01	0.8679			140,291.3 366
Unmitigated	18.6682	469.2498	66.5829	1.3252	31.2047	3.1498	34.3544	8.5595	3.0135	11.5730	140,269.6 401	140,269.64 01	0.8679			140,291.3 366

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
General Light Industry	600.00			600.00		0.00	
Total	600.00			600.00		0.00	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	59.33	8.40	6.90	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000