

# **APPENDIX 9: AIR QUALITY MODELING MATERIALS**

# APPENDICES

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Appendix 1: Detailed Construction Emissions Results

Appendix 2: Construction Modeling Assumptions

Appendix 3: Operational Modeling Assumptions

## **Appendix 1: Detailed Construction Emissions Results**

## Unmitigated Construction Emissions

**CRITERIA AIR POLLUTANTS**  
Total Tons/Stage (unless otherwise noted)

Construction Stage		ROG	Nox	PM 10 Exhaust	PM 2.5 Exhaust
1-Center Lanes and Rail Track Replacement <sup>a</sup>		0.05	1.26	0.04	0.03
2-Outside/Curbside Lanes		0.07	1.83	0.02	0.01
3-Sidewalks		0.03	0.80	0.01	0.01
4-Intersections		0.15	3.87	0.04	0.02
5-Traction Power Duct Bank Work (Market Street) <sup>b</sup>		0.13	3.26	0.02	0.02
lbs per tons X 2 segments <sup>c</sup>	4,000	1,707.11	44,064.41	504.38	366.37
6-Traction Power Duct Bank Work (2nd and Stevenson streets) <sup>b</sup>		0.13	3.27	0.02	0.02
lbs per ton x 1 segment <sup>d</sup>	2,000	261.63	6,541.53	39.28	33.03
<b>Annual Total (lbs/year)</b>		1,968.74	50,605.94	543.66	399.41
<b>Average Daily/workday (lbs/day)</b>		235	8.34	2.31	1.70
<b>Threshold (lbs/day)</b>		54	54	82	54

<sup>a</sup> Emissions presented in this stage includes those for special track construction.

<sup>b</sup> The utility infrastructure sub-stage includes Muni traction power duct bank work under Market Street and under 2nd and Stevenson streets. For the purpose of this analysis, Muni traction power duct bank work under Market Street and traction power duct bank work under 2nd and Stevenson streets were modeled separately and added to the construction emissions of the four primary stages.

<sup>c</sup> Activities during several stages would occur concurrently, and as such it was assumed that, during these periods of overlap, all equipment would operate concurrently. Additionally, construction of up to two segments could be constructed in any given year. Therefore, construction emissions were modeled for one construction segment and then conservatively doubled to account for concurrent construction of a second segment.

<sup>d</sup> The proposed project only requires one construction segment with traction power duct bank work under 2nd and Stevenson streets, so construction emissions for this segment in any given year were not doubled in the analysis.

## Mitigated Construction Emissions

**CRITERIA AIR POLLUTANTS**  
Total Tons/Stage (unless otherwise noted)

Construction Stage		ROG	Nox	PM 10 Exhaust	PM 2.5 Exhaust
1-Center Lanes and Rail Track Replacement <sup>a</sup>		0.05	0.29	0.02	0.01
2-Outside/Curbside Lanes		0.07	0.51	0.02	0.01
3-Sidewalks		0.03	0.27	0.01	0.01
4-Intersections		0.13	1.15	0.04	0.02
5-Traction Power Duct Bank Work (Market Street) <sup>b</sup>		0.12	0.54	0.02	0.01
lbs per tons X 2 segments <sup>c</sup>	4,000	1,604.01	10,999.83	403.75	250.30
6-Traction Power Duct Bank Work (2nd and Stevenson streets) <sup>b</sup>		0.12	0.55	0.02	0.01
lbs per ton x 1 segment <sup>d</sup>	2,000	235.11	1,100.72	36.59	28.79
<b>Annual Total (lbs/year)</b>		1,839.12	12,100.55	440.34	279.09
<b>Average Daily/workday (lbs/day)</b>		235	7.83	1.87	1.19
<b>Threshold (lbs/day)</b>		54	54	82	54

<sup>a</sup> Emissions presented in this stage includes those for special track construction.

<sup>b</sup> The utility infrastructure sub-stage includes Muni traction power duct bank work under Market Street and under 2nd and Stevenson streets. For the purpose of this analysis, Muni traction power duct bank work under Market Street and traction power duct bank work under 2nd and Stevenson streets were modeled separately and added to the construction emissions of the four primary stages.

<sup>c</sup> Activities during several stages would occur concurrently, and as such it was assumed that, during these periods of overlap, all equipment would operate concurrently. Additionally, construction of up to two segments could be constructed in any given year. Therefore, construction emissions were modeled for one construction segment and then conservatively doubled to account for concurrent construction of a second segment.

<sup>d</sup> The proposed project only requires one construction segment with traction power duct bank work under 2nd and Stevenson streets, so construction emissions for this segment in any given year were not doubled in the analysis.

## **Appendix 2: Construction Modeling Assumptions**

**On-Road General Construction Assumptions (all values per day)**

<b>Stage and Sub-stage</b>	<b>Soil (cy)</b>	<b>Pavement (cy)</b>	<b>Trucks (trips)</b>	<b>Workers (trips)</b>	<b>Water Trucks</b>	<b>Acres Graded</b>
<b>Center Lanes and Rail Track Replacement (5 months)</b>						
Grubbing/Land Clearing	0	1,200	10	16	1	0.05
Grading/Excavation	0	0	0	8	1	0.10
Drainage/Utilities/Sub-Grade	1,100	0	4	32	1	0.57
Paving	0	600	10	20	1	0.00
<b>Center Lanes Rail Track - Special Track (2 months)</b>						
Grubbing/Land Clearing	0	325	10	16	1	0.20
Grading/Excavation	75	0	3	12	1	0.20
Drainage/Utilities/Sub-Grade	175	0	4	20	1	0.20
Paving	0	125	6	104	1	0.00
<b>Outside Curb Lanes (7 months)</b>						
Grubbing/Land Clearing	0	550	10	10	1	0.59
Grading/Excavation	0	0	0	8	1	0.59
Drainage/Utilities/Sub-Grade	75	0	4	16	1	0.59
Paving	0	550	29	56	1	0.00
<b>Sidewalks (10 months)</b>						
Grubbing/Land Clearing	0	2,070	6	8	1	1.29
Grading/Excavation	500	0	4	6	1	0.05
Drainage/Utilities/Sub-Grade	150	0	2	10	1	0.03
Paving	0	2,070	4	12	1	0.00
<b>Intersections (6 months)</b>						
Grubbing/Land Clearing	0	0	0	10	1	0.15
Grading/Excavation	0	0	0	40	1	0.15
Drainage/Utilities/Sub-Grade	1,100	0	55	28	1	0.15
Paving	0	2,070	104	20	1	0.00
<b>Traction Power Duct Bank Work (Market Street) (6 months)</b>						
Grubbing/Land Clearing	57	0	3	10	1	2.34
Grading/Excavation	0	0	0	40	1	2.34
Drainage/Utilities/Sub-Grade	10	0	1	28	1	2.34
Paving	0	0	0	20	1	0.00
<b>Traction Power Duct Bank Work (2nd and Stevenson streets) (6 months)</b>						
Grubbing/Land Clearing	0	0	0	10	1	0.11
Grading/Excavation	0	0	0	40	1	0.11
Drainage/Utilities/Sub-Grade	24	0	2	28	1	0.11
Paving	0	87	5	20	1	0.00

## Off-Road Construction Equipment Assumptions

Stage and Sub-stage	Equipment	Number per Day	HP	Hours per Day
<b>Center Lanes and Rail Track Replacement</b>				
Grubbing/Land Clearing	Excavators <sup>a</sup>	2	300	8
Grading/Excavation	Tractors/Loaders/Backhoes	2	100	8
Drainage/Utilities/Sub-Grade	Excavators	1	300	8
	Skid Steer Loaders	1	50	8
	Tractors/Loaders/Backhoes	2	90	8
	Tractors/Loaders/Backhoes	2	100	8
Paving	Pavers <sup>b</sup>	1	175	8
	Rollers <sup>b</sup>	2	125	8
	Sweepers/Scrubbers <sup>b</sup>	1	200	8
<b>Center Lanes Rail Track - Special Track</b>				
Grubbing/Land Clearing	Excavators <sup>a</sup>	2	300	8
Grading/Excavation	Tractors/Loaders/Backhoes	1	100	8
	Rollers	1	100	8
	Rubber Tired Dozers	1	100	8
	Tractors/Loaders/Backhoes	1	100	8
Drainage/Utilities/Sub-Grade	Excavators	1	300	8
	Off-Highway Truck	1	125	8
	Pavers	1	175	8
Paving	Rollers	1	125	8
	Sweepers/Scrubbers	1	200	8
	<b>Outside Curb Lanes</b>			
Grubbing/Land Clearing	Excavators <sup>a</sup>	2	300	8
Grading/Excavation	Tractors/Loaders/Backhoes	2	100	8
Drainage/Utilities/Sub-Grade	Excavators	1	300	8
	Skid Steer Loaders	1	50	8
	Tractors/Loaders/Backhoes	2	90	8
	Tractors/Loaders/Backhoes	2	100	8
Paving	Pavers	1	175	8
	Rollers	2	125	8
	Sweepers/Scrubbers	1	200	8
<b>Sidewalks</b>				
Grubbing/Land Clearing	Tractors/Loaders/Backhoes	1	90	8
	Skid Steer Loaders	1	50	8
Grading/Excavation	Tractors/Loaders/Backhoes	1	90	8
	Skid Steer Loaders	1	50	8



Drainage/Utilities/Sub-Grade	Tractors/Loaders/Backhoes	2	90	8
	Off-Highway Trucks	1	250	8
	Off-Highway Trucks	1	200	8
Paving	Pavers <sup>a</sup>	1	175	8
	Rollers <sup>a</sup>	2	125	8
	Sweepers/Scrubbers <sup>a</sup>	1	200	8
<b>Intersections</b>				
Grubbing/Land Clearing	Crawler Tractors	1	208	8
	Excavators	2	163	8
	Tractors/Loaders/Backhoes <sup>a</sup>	3	98	8
Grading/Excavation	Crawler Tractors	1	208	8
	Excavators	3	163	8
	Graders	2	175	8
	Rollers	2	81	8
	Rubber Tired Loaders	1	200	8
	Scrapers	2	362	8
	Tractors/Loaders/Backhoes	4	98	8
Drainage/Utilities/Sub-Grade	Air Compressors	1	78	8
	Generator Sets	1	84	8
	Graders	1	175	8
	Plate Compactors	1	8	8
	Pumps	1	84	8
	Rough Terrain Forklifts	1	100	8
	Scrapers	1	362	8
Paving	Pavers	1	126	8
	Paving Equipment	1	131	8
	Rollers	2	81	8
	Tractor/Loaders/Backhoes	3	98	8
<b>Traction Power Duct Bank Work (Market Street)</b>				
Grubbing/Land Clearing	Crawler Tractors	1	208	8
	Excavators	2	163	8
	Tractors/Loaders/Backhoes <sup>a</sup>	3	98	8
Grading/Excavation	Crawler Tractors	1	208	8
	Excavators	3	163	8
	Graders	2	175	8
	Rollers	2	81	8
	Rubber Tired Loaders	1	200	8
	Scrapers	2	362	8
	Tractors/Loaders/Backhoes	4	98	8
	Air Compressors	1	78	8

	Generator Sets	1	84	8
	Graders	1	175	8
Drainage/Utilities/Sub-Grade	Plate Compactors	1	8	8
	Pumps	1	84	8
	Rough Terrain Forklifts	1	100	8
	Scrapers	1	362	8
	Pavers	1	126	8
Paving	Paving Equipment	1	131	8
	Rollers	2	81	8
	Tractor/Loaders/Backhoes	3	98	8
<b>Traction Power Duct Bank Work (2nd and Stevenson streets)</b>				
	Crawler Tractors	1	208	8
Grubbing/Land Clearing	Excavators	2	163	8
	Tractors/Loaders/Backhoes <sup>a</sup>	3	98	8
	Crawler Tractors	1	208	8
	Excavators	3	163	8
Grading/Excavation	Graders	2	175	8
	Rollers	2	81	8
	Rubber Tired Loaders	1	200	8
	Scrapers	2	362	8
	Tractors/Loaders/Backhoes	4	98	8
	Air Compressors	1	78	8
	Generator Sets	1	84	8
Drainage/Utilities/Sub-Grade	Graders	1	175	8
	Plate Compactors	1	8	8
	Pumps	1	84	8
	Rough Terrain Forklifts	1	100	8
	Scrapers	1	362	8
	Pavers	1	126	8
Paving	Paving Equipment	1	131	8
	Rollers	2	81	8
	Tractor/Loaders/Backhoes	3	98	8

<sup>a</sup> The construction equipment assumption for the sub-stage accounts for the use of a hoe ram.

<sup>b</sup> The construction equipment assumptions associated with the pavings sub-stage in the Outside Curb Lanes stage accounted for paving activities in the Center Lanes and Rail Track Replacement stage and the Sidewalks stage for the full right-of-way. Due to schedule overlaps between the aforementioned stages and to avoid overestimating off-road construction emissions, CalEEMod only included the off-road construction equipment assumptions associated with the paving sub-stage in the Outside Curb Lanes stage.

**Unmitigated Off-Road Equipment Emission Factors (g/hp-hr)**

<b>Equipment</b>	<b>ROG</b>	<b>NOx</b>	<b>PM10</b>	<b>PM2.5</b>	<b>CO2</b>	<b>CH4</b>	<b>N2O</b>
Excavators	0.12	3.79	0.09	0.09	530.61	0.03	0.01
Tractors/Loaders/Backhoes	0.19	4.75	0.19	0.19	530.61	0.03	0.01
Skid Steer Loaders	0.23	4.75	0.19	0.19	530.61	0.03	0.01
Rollers	0.23	4.75	0.03	0.03	530.61	0.03	0.01
Rubber Tired Dozers	0.23	4.75	0.03	0.03	530.61	0.03	0.01
Pavers	0.19	4.17	0.02	0.02	530.61	0.03	0.01
Sweepers/Scrubbers	0.12	4.15	0.01	0.01	530.61	0.03	0.01
Off-Highway Trucks	0.19	4.17	0.02	0.02	530.61	0.03	0.01
Crawler Tractors	0.12	4.15	0.01	0.01	530.61	0.03	0.01
Graders	0.12	4.15	0.01	0.01	530.61	0.03	0.01
Rubber Tired Loaders	0.12	4.15	0.01	0.01	530.61	0.03	0.01
Scrapers	0.12	3.79	0.01	0.01	530.61	0.03	0.01
Air Compressors	0.23	4.75	0.03	0.03	530.61	0.03	0.01
Generator Sets	0.23	4.75	0.03	0.03	530.61	0.03	0.01
Plate Compactors	0.29	4.63	0.04	0.04	530.61	0.03	0.01
Pumps	0.23	4.75	0.03	0.03	530.61	0.03	0.01
Rough Terrain Forklifts	0.23	4.75	0.03	0.03	530.61	0.03	0.01
Paving Equipment	0.19	4.17	0.02	0.02	530.61	0.03	0.01

**Mitigated Off-Road Equipment Emission Factors (g/hp-hr)**

<b>Low HP</b>	<b>High HP</b>	<b>ROG</b>	<b>NOx</b>	<b>PM10</b>	<b>PM2.5</b>
50	75	0.19	3.33	0.02	0.02
75	100	0.15	0.30	0.02	0.01
100	175	0.15	0.30	0.02	0.01
175	300	0.15	0.30	0.02	0.01
300	600	0.15	0.30	0.02	0.01

## **Appendix 3: Operational Modeling Assumptions**

Intersection/Segment/Vehicle	2020 No Project				2020 Project				2040 No Project				2040 Project			
	Volumes		Miles		Volumes		Miles		Volumes		Miles		Volumes		Miles	
	Peak Hr	Daily	Peak Hr	Daily	Peak Hr	Daily	Peak Hr	Daily	Peak Hr	Daily	Peak Hr	Daily	Peak Hr	Daily	Peak Hr	Daily
<b>Third-Kearny and Market</b>																
Segment 1 (NB dept)	<u>1,660</u>	<u>16,600</u>	<u>72</u>	<u>725</u>	<u>1,620</u>	<u>16,200</u>	<u>71</u>	<u>707</u>	<u>1,830</u>	<u>18,300</u>	<u>80</u>	<u>799</u>	<u>1,780</u>	<u>17,800</u>	<u>78</u>	<u>777</u>
Light/Med	1,575	15,753	69	688	1,537	15,374	67	671	1,737	17,367	76	758	1,689	16,892	74	737
Gasoline	1,521	15,210	66	664	1,484	14,844	65	648	1,602	16,022	70	699	1,558	15,585	68	680
Diesel	34	336	1	15	33	328	1	14	50	501	2	22	49	488	2	21
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	21	207	1	9	20	202	1	9	84	843	4	37	82	820	4	36
Heavy	35	349	2	15	34	340	1	15	38	384	2	17	37	374	2	16
Gasoline	3	33	0	1	3	32	0	1	2	24	0	1	2	23	0	1
Diesel	30	305	1	13	30	297	1	13	35	350	2	15	34	340	1	15
Natural Gas	1	11	0	0	1	11	0	0	1	10	0	0	1	10	0	0
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	50	498	2	22	49	486	2	21	55	549	2	24	53	534	2	23
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	15	149	1	7	15	146	1	6	16	165	1	7	16	160	1	7
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	35	349	2	15	34	340	1	15	38	384	2	17	37	374	2	16
Segment 2 (EB app + WB dept)	<u>410</u>	<u>4,100</u>	<u>18</u>	<u>182</u>	<u>60</u>	<u>600</u>	<u>3</u>	<u>27</u>	<u>480</u>	<u>4,800</u>	<u>21</u>	<u>214</u>	<u>110</u>	<u>1,100</u>	<u>5</u>	<u>49</u>
Light/Med	389	3,891	17	173	57	569	3	25	456	4,555	20	203	104	1,044	5	46
Gasoline	376	3,757	17	167	55	550	2	24	420	4,203	19	187	96	963	4	43
Diesel	8	83	0	4	1	12	0	1	13	131	1	6	3	30	0	1
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	5	51	0	2	1	7	0	0	22	221	1	10	5	51	0	2
Heavy	9	86	0	4	1	13	0	1	10	101	0	4	2	23	0	1
Gasoline	1	8	0	0	0	1	0	0	1	6	0	0	0	1	0	0
Diesel	8	75	0	3	1	11	0	0	9	92	0	4	2	21	0	1
Natural Gas	0	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	12	123	1	5	2	18	0	1	14	144	1	6	3	33	0	1
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	4	37	0	2	1	5	0	0	4	43	0	2	1	10	0	0
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	9	86	0	4	1	13	0	1	10	101	0	4	2	23	0	1
Segment 3 (NB app)	<u>1,550</u>	<u>15,500</u>	<u>82</u>	<u>818</u>	<u>1,600</u>	<u>16,000</u>	<u>84</u>	<u>845</u>	<u>1,710</u>	<u>17,100</u>	<u>90</u>	<u>903</u>	<u>1,760</u>	<u>17,600</u>	<u>93</u>	<u>929</u>
Light/Med	1,471	14,710	78	777	1,518	15,184	80	802	1,623	16,228	86	857	1,670	16,702	88	882
Gasoline	1,420	14,202	75	750	1,466	14,661	77	774	1,497	14,972	79	791	1,541	15,409	81	814
Diesel	31	314	2	17	32	324	2	17	47	468	2	25	48	482	3	25
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	19	193	1	10	20	200	1	11	79	788	4	42	81	811	4	43
Heavy	33	326	2	17	34	336	2	18	36	359	2	19	37	370	2	20
Gasoline	3	30	0	2	3	31	0	2	2	22	0	1	2	23	0	1
Diesel	28	284	2	15	29	294	2	15	33	327	2	17	34	337	2	18
Natural Gas	1	11	0	1	1	11	0	1	1	10	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	47	465	2	25	48	480	3	25	51	513	3	27	53	528	3	28
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	140	1	7	14	144	1	8	15	154	1	8	16	158	1	8
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	33	326	2	17	34	336	2	18	36	359	2	19	37	370	2	20
Segment 4 (WB app Market + EB dep)	<u>420</u>	<u>4,200</u>	<u>22</u>	<u>221</u>	<u>50</u>	<u>500</u>	<u>3</u>	<u>26</u>	<u>490</u>	<u>4,900</u>	<u>26</u>	<u>258</u>	<u>100</u>	<u>1,000</u>	<u>5</u>	<u>53</u>
Light/Med	399	3,986	21	210	47	475	3	25	465	4,650	25	245	95	949	5	50
Gasoline	385	3,848	20	203	46	458	2	24	429	4,290	23	226	88	876	5	46

Diesel	8	85	0	4	1	10	0	1	13	134	1	7	3	27	0	1
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	5	52	0	3	1	6	0	0	23	226	1	12	5	46	0	2
<i>Heavy</i>	9	88	0	5	1	11	0	1	10	103	1	5	2	21	0	1
Gasoline	1	8	0	0	0	1	0	0	1	6	0	0	0	1	0	0
Diesel	8	77	0	4	1	9	0	0	9	94	0	5	2	19	0	1
Natural Gas	0	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	13	126	1	7	2	15	0	1	15	147	1	8	3	30	0	2
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	4	38	0	2	0	5	0	0	4	44	0	2	1	9	0	0
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	9	88	0	5	1	11	0	1	10	103	1	5	2	21	0	1
<b>Segment 5 (WB app Geary)</b>	<b>100</b>	<b>1,000</b>	<b>1</b>	<b>8</b>	<b>30</b>	<b>300</b>	<b>0</b>	<b>2</b>	<b>110</b>	<b>1,100</b>	<b>1</b>	<b>8</b>	<b>30</b>	<b>300</b>	<b>0</b>	<b>2</b>
<i>Light/Med</i>	95	949	1	7	28	285	0	2	104	1,044	1	8	28	285	0	2
Gasoline	92	916	1	7	27	275	0	2	96	963	1	7	26	263	0	2
Diesel	2	20	0	0	1	6	0	0	3	30	0	0	1	8	0	0
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	1	12	0	0	0	4	0	0	5	51	0	0	1	14	0	0
<i>Heavy</i>	2	21	0	0	1	6	0	0	2	23	0	0	1	6	0	0
Gasoline	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Diesel	2	18	0	0	1	6	0	0	2	21	0	0	1	6	0	0
Natural Gas	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	3	30	0	0	1	9	0	0	3	33	0	0	1	9	0	0
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	1	9	0	0	0	3	0	0	1	10	0	0	0	3	0	0
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	2	21	0	0	1	6	0	0	2	23	0	0	1	6	0	0
<b>Third and Mission</b>																
<b>Segment 1 (SB app + NB dept)</b>	<b>1,590</b>	<b>15,900</b>	<b>101</b>	<b>1,008</b>	<b>1,640</b>	<b>16,400</b>	<b>104</b>	<b>1,040</b>	<b>1,770</b>	<b>17,700</b>	<b>112</b>	<b>1,122</b>	<b>1,820</b>	<b>18,200</b>	<b>115</b>	<b>1,154</b>
<i>Light/Med</i>	1,509	15,089	96	957	1,556	15,564	99	987	1,680	16,797	107	1,065	1,727	17,272	110	1,095
Gasoline	1,457	14,569	92	924	1,503	15,027	95	953	1,550	15,497	98	983	1,593	15,935	101	1,010
Diesel	32	322	2	20	33	332	2	21	48	485	3	31	50	498	3	32
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	20	198	1	13	20	205	1	13	82	815	5	52	84	838	5	53
<i>Heavy</i>	33	334	2	21	34	344	2	22	37	372	2	24	38	382	2	24
Gasoline	3	31	0	2	3	32	0	2	2	23	0	1	2	24	0	2
Diesel	29	292	2	18	30	301	2	19	34	339	2	21	35	348	2	22
Natural Gas	1	11	0	1	1	11	0	1	1	10	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	48	477	3	30	49	492	3	31	53	531	3	34	55	546	3	35
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	143	1	9	15	148	1	9	16	159	1	10	16	164	1	10
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	33	334	2	21	34	344	2	22	37	372	2	24	38	382	2	24
<b>Segment 2 (EB app + WB dept)</b>	<b>1,570</b>	<b>15,700</b>	<b>136</b>	<b>1,359</b>	<b>1,580</b>	<b>15,800</b>	<b>137</b>	<b>1,368</b>	<b>1,730</b>	<b>17,300</b>	<b>150</b>	<b>1,497</b>	<b>1,740</b>	<b>17,400</b>	<b>151</b>	<b>1,506</b>
<i>Light/Med</i>	1,490	14,899	129	1,290	1,499	14,994	130	1,298	1,642	16,418	142	1,421	1,651	16,513	143	1,429
Gasoline	1,439	14,386	125	1,245	1,448	14,477	125	1,253	1,515	15,147	131	1,311	1,523	15,234	132	1,319
Diesel	32	318	3	27	32	320	3	28	47	474	4	41	48	477	4	41
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	20	196	2	17	20	197	2	17	80	797	7	69	80	802	7	69
<i>Heavy</i>	33	330	3	29	33	332	3	29	36	363	3	31	37	365	3	32
Gasoline	3	31	0	3	3	31	0	3	2	23	0	2	2	23	0	2
Diesel	29	288	2	25	29	290	3	25	33	331	3	29	33	333	3	29







Electric	19	195	1	12	21	212	1	13	79	792	5	49	85	852	5	52
Heavy	33	328	2	20	36	357	2	22	36	361	2	22	39	389	2	24
Gasoline	3	31	0	2	3	33	0	2	2	23	0	1	2	24	0	1
Diesel	29	286	2	18	31	312	2	19	33	329	2	20	35	354	2	22
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	47	468	3	29	51	510	3	31	52	516	3	32	56	555	3	34
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	140	1	9	15	153	1	9	15	155	1	10	17	167	1	10
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	33	328	2	20	36	357	2	22	36	361	2	22	39	389	2	24
Segment 2 (EB app + WB dept)	<u>1,680</u>	<u>16,800</u>	<u>145</u>	<u>1,446</u>	<u>1,790</u>	<u>17,900</u>	<u>154</u>	<u>1,540</u>	<u>1,860</u>	<u>18,600</u>	<u>160</u>	<u>1,601</u>	<u>1,970</u>	<u>19,700</u>	<u>170</u>	<u>1,695</u>
Light/Med	1,594	15,943	137	1,372	1,699	16,987	146	1,462	1,765	17,651	152	1,519	1,870	18,695	161	1,609
Gasoline	1,539	15,394	132	1,325	1,640	16,402	141	1,412	1,629	16,285	140	1,401	1,725	17,248	148	1,484
Diesel	34	340	3	29	36	362	3	31	51	509	4	44	54	540	5	46
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	21	210	2	18	22	223	2	19	86	857	7	74	91	908	8	78
Heavy	35	353	3	30	38	376	3	32	39	391	3	34	41	414	4	36
Gasoline	3	33	0	3	4	35	0	3	2	24	0	2	3	26	0	2
Diesel	31	308	3	27	33	328	3	28	36	356	3	31	38	377	3	32
Natural Gas	1	12	0	1	1	12	0	1	1	10	0	1	1	11	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	50	504	4	43	54	537	5	46	56	558	5	48	59	591	5	51
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	15	151	1	13	16	161	1	14	17	167	1	14	18	177	2	15
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	35	353	3	30	38	376	3	32	39	391	3	34	41	414	4	36
Segment 3 (NB app + SB dept)	<u>1,420</u>	<u>14,200</u>	<u>85</u>	<u>851</u>	<u>1,480</u>	<u>14,800</u>	<u>89</u>	<u>887</u>	<u>1,580</u>	<u>15,800</u>	<u>95</u>	<u>947</u>	<u>1,630</u>	<u>16,300</u>	<u>98</u>	<u>977</u>
Light/Med	1,348	13,476	81	808	1,405	14,045	84	842	1,499	14,994	90	899	1,547	15,469	93	928
Gasoline	1,301	13,011	78	780	1,356	13,561	81	813	1,383	13,834	83	829	1,427	14,271	86	856
Diesel	29	287	2	17	30	299	2	18	43	433	3	26	45	446	3	27
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	18	177	1	11	18	185	1	11	73	728	4	44	75	751	5	45
Heavy	30	298	2	18	31	311	2	19	33	332	2	20	34	342	2	21
Gasoline	3	28	0	2	3	29	0	2	2	21	0	1	2	21	0	1
Diesel	26	261	2	16	27	272	2	16	30	302	2	18	31	312	2	19
Natural Gas	1	10	0	1	1	10	0	1	1	9	0	1	1	9	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	43	426	3	26	44	444	3	27	47	474	3	28	49	489	3	29
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	13	128	1	8	13	133	1	8	14	142	1	9	15	147	1	9
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	30	298	2	18	31	311	2	19	33	332	2	20	34	342	2	21
Segment 4 (WB app + EB dept)	<u>1,840</u>	<u>18,400</u>	<u>157</u>	<u>1,572</u>	<u>1,890</u>	<u>18,900</u>	<u>161</u>	<u>1,614</u>	<u>2,020</u>	<u>20,200</u>	<u>173</u>	<u>1,725</u>	<u>2,070</u>	<u>20,700</u>	<u>177</u>	<u>1,768</u>
Light/Med	1,746	17,462	149	1,492	1,794	17,936	153	1,532	1,917	19,170	164	1,637	1,964	19,644	168	1,678
Gasoline	1,686	16,860	144	1,440	1,732	17,318	148	1,479	1,769	17,686	151	1,511	1,812	18,124	155	1,548
Diesel	37	372	3	32	38	382	3	33	55	553	5	47	57	567	5	48
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	23	230	2	20	24	236	2	20	93	931	8	79	95	954	8	81
Heavy	39	386	3	33	40	397	3	34	42	424	4	36	43	435	4	37
Gasoline	4	36	0	3	4	37	0	3	3	26	0	2	3	27	0	2
Diesel	34	338	3	29	35	347	3	30	39	386	3	33	40	396	3	34
Natural Gas	1	13	0	1	1	13	0	1	1	11	0	1	1	12	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	55	552	5	47	57	567	5	48	61	606	5	52	62	621	5	53

Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	17	166	1	14	17	170	1	15	18	182	2	16	19	186	2	16
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	39	386	3	33	40	397	3	34	42	424	4	36	43	435	4	37
<b>Sixth and Mission</b>																
Segment 1 (SB app + NB dept)	<u>2,550</u>	<u>25,500</u>	<u>156</u>	<u>1,565</u>	<u>2,360</u>	<u>23,600</u>	<u>145</u>	<u>1,448</u>	<u>2,740</u>	<u>27,400</u>	<u>168</u>	<u>1,681</u>	<u>2,550</u>	<u>25,500</u>	<u>156</u>	<u>1,565</u>
<i>Light/Med</i>	<u>2,420</u>	<u>24,200</u>	<u>148</u>	<u>1,485</u>	<u>2,240</u>	<u>22,396</u>	<u>137</u>	<u>1,374</u>	<u>2,600</u>	<u>26,003</u>	<u>160</u>	<u>1,596</u>	<u>2,420</u>	<u>24,200</u>	<u>148</u>	<u>1,485</u>
Gasoline	2,337	23,365	143	1,434	2,162	21,624	133	1,327	2,399	23,990	147	1,472	2,233	22,326	137	1,370
Diesel	52	516	3	32	48	477	3	29	75	750	5	46	70	698	4	43
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	32	318	2	20	29	295	2	18	126	1,262	8	77	117	1,175	7	72
<i>Heavy</i>	54	536	3	33	50	496	3	30	58	575	4	35	54	536	3	33
Gasoline	5	50	0	3	5	46	0	3	4	36	0	2	3	33	0	2
Diesel	47	468	3	29	43	433	3	27	52	524	3	32	49	488	3	30
Natural Gas	2	18	0	1	2	16	0	1	2	15	0	1	1	14	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	77	765	5	47	71	708	4	43	82	822	5	50	77	765	5	47
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	23	230	1	14	21	212	1	13	25	247	2	15	23	230	1	14
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	54	536	3	33	50	496	3	30	58	575	4	35	54	536	3	33
Segment 2 (EB app + WB dept)	<u>1,600</u>	<u>16,000</u>	<u>138</u>	<u>1,376</u>	<u>1,690</u>	<u>16,900</u>	<u>145</u>	<u>1,453</u>	<u>1,780</u>	<u>17,800</u>	<u>153</u>	<u>1,531</u>	<u>1,870</u>	<u>18,700</u>	<u>161</u>	<u>1,608</u>
<i>Light/Med</i>	<u>1,518</u>	<u>15,184</u>	<u>131</u>	<u>1,306</u>	<u>1,604</u>	<u>16,038</u>	<u>138</u>	<u>1,379</u>	<u>1,689</u>	<u>16,892</u>	<u>145</u>	<u>1,452</u>	<u>1,775</u>	<u>17,746</u>	<u>153</u>	<u>1,526</u>
Gasoline	1,466	14,661	126	1,261	1,549	15,485	133	1,332	1,558	15,585	134	1,340	1,637	16,373	141	1,408
Diesel	32	324	3	28	34	342	3	29	49	488	4	42	51	512	4	44
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	20	200	2	17	21	211	2	18	82	820	7	71	86	862	7	74
<i>Heavy</i>	34	336	3	29	35	355	3	31	37	374	3	32	39	393	3	34
Gasoline	3	31	0	3	3	33	0	3	2	23	0	2	2	24	0	2
Diesel	29	294	3	25	31	310	3	27	34	340	3	29	36	358	3	31
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	11	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	48	480	4	41	51	507	4	44	53	534	5	46	56	561	5	48
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	144	1	12	15	152	1	13	16	160	1	14	17	168	1	14
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	34	336	3	29	35	355	3	31	37	374	3	32	39	393	3	34
Segment 3 (NB app + SB dept)	<u>2,490</u>	<u>24,900</u>	<u>149</u>	<u>1,495</u>	<u>2,300</u>	<u>23,000</u>	<u>138</u>	<u>1,381</u>	<u>2,670</u>	<u>26,700</u>	<u>160</u>	<u>1,603</u>	<u>2,480</u>	<u>24,800</u>	<u>149</u>	<u>1,489</u>
<i>Light/Med</i>	<u>2,363</u>	<u>23,630</u>	<u>142</u>	<u>1,419</u>	<u>2,183</u>	<u>21,827</u>	<u>131</u>	<u>1,310</u>	<u>2,534</u>	<u>25,338</u>	<u>152</u>	<u>1,521</u>	<u>2,354</u>	<u>23,535</u>	<u>141</u>	<u>1,413</u>
Gasoline	2,282	22,816	137	1,370	2,107	21,075	127	1,265	2,338	23,377	140	1,403	2,171	21,713	130	1,304
Diesel	50	504	3	30	47	465	3	28	73	731	4	44	68	679	4	41
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	31	311	2	19	29	287	2	17	123	1,230	7	74	114	1,143	7	69
<i>Heavy</i>	52	523	3	31	48	483	3	29	56	561	3	34	52	521	3	31
Gasoline	5	49	0	3	5	45	0	3	3	35	0	2	3	32	0	2
Diesel	46	457	3	27	42	422	3	25	51	511	3	31	47	474	3	28
Natural Gas	2	17	0	1	2	16	0	1	2	15	0	1	1	14	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	75	747	4	45	69	690	4	41	80	801	5	48	74	744	4	45
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	22	224	1	13	21	207	1	12	24	240	1	14	22	223	1	13
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	52	523	3	31	48	483	3	29	56	561	3	34	52	521	3	31
Segment 4 (WB app + EB dept)	<u>1,580</u>	<u>15,800</u>	<u>135</u>	<u>1,350</u>	<u>1,690</u>	<u>16,900</u>	<u>144</u>	<u>1,444</u>	<u>1,750</u>	<u>17,500</u>	<u>149</u>	<u>1,495</u>	<u>1,860</u>	<u>18,600</u>	<u>159</u>	<u>1,589</u>
<i>Light/Med</i>	<u>1,499</u>	<u>14,994</u>	<u>128</u>	<u>1,281</u>	<u>1,604</u>	<u>16,038</u>	<u>137</u>	<u>1,370</u>	<u>1,661</u>	<u>16,608</u>	<u>142</u>	<u>1,419</u>	<u>1,765</u>	<u>17,651</u>	<u>151</u>	<u>1,508</u>

Gasoline	1,448	14,477	124	1,237	1,549	15,485	132	1,323	1,532	15,322	131	1,309	1,629	16,285	139	1,391
Diesel	32	320	3	27	34	342	3	29	48	479	4	41	51	509	4	44
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	20	197	2	17	21	211	2	18	81	806	7	69	86	857	7	73
<i>Heavy</i>	33	332	3	28	35	355	3	30	37	368	3	31	39	391	3	33
Gasoline	3	31	0	3	3	33	0	3	2	23	0	2	2	24	0	2
Diesel	29	290	2	25	31	310	3	26	33	335	3	29	36	356	3	30
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	47	474	4	40	51	507	4	43	53	525	4	45	56	558	5	48
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	142	1	12	15	152	1	13	16	158	1	13	17	167	1	14
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	33	332	3	28	35	355	3	30	37	368	3	31	39	391	3	33
<b>Seventh and Mission</b>																
Segment 1 (SB app + NB dept)	<u>1,610</u>	<u>16,100</u>	<u>99</u>	<u>988</u>	<u>1,690</u>	<u>16,900</u>	<u>104</u>	<u>1,037</u>	<u>1,760</u>	<u>17,600</u>	<u>108</u>	<u>1,080</u>	<u>1,840</u>	<u>18,400</u>	<u>113</u>	<u>1,129</u>
<i>Light/Med</i>	<u>1,528</u>	<u>15,279</u>	<u>94</u>	<u>938</u>	<u>1,604</u>	<u>16,038</u>	<u>98</u>	<u>984</u>	<u>1,670</u>	<u>16,702</u>	<u>102</u>	<u>1,025</u>	<u>1,746</u>	<u>17,462</u>	<u>107</u>	<u>1,072</u>
Gasoline	1,475	14,752	91	905	1,549	15,485	95	950	1,541	15,409	95	946	1,611	16,110	99	989
Diesel	33	326	2	20	34	342	2	21	48	482	3	30	50	504	3	31
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	20	201	1	12	21	211	1	13	81	811	5	50	85	848	5	52
<i>Heavy</i>	34	338	2	21	35	355	2	22	37	370	2	23	39	386	2	24
Gasoline	3	32	0	2	3	33	0	2	2	23	0	1	2	24	0	1
Diesel	30	295	2	18	31	310	2	19	34	337	2	21	35	352	2	22
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	48	483	3	30	51	507	3	31	53	528	3	32	55	552	3	34
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	145	1	9	15	152	1	9	16	158	1	10	17	166	1	10
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	34	338	2	21	35	355	2	22	37	370	2	23	39	386	2	24
Segment 2 (EB app + WB dept)	<u>1,460</u>	<u>14,600</u>	<u>125</u>	<u>1,253</u>	<u>1,540</u>	<u>15,400</u>	<u>132</u>	<u>1,321</u>	<u>1,620</u>	<u>16,200</u>	<u>139</u>	<u>1,390</u>	<u>1,700</u>	<u>17,000</u>	<u>146</u>	<u>1,459</u>
<i>Light/Med</i>	<u>1,386</u>	<u>13,855</u>	<u>119</u>	<u>1,189</u>	<u>1,461</u>	<u>14,615</u>	<u>125</u>	<u>1,254</u>	<u>1,537</u>	<u>15,374</u>	<u>132</u>	<u>1,319</u>	<u>1,613</u>	<u>16,133</u>	<u>138</u>	<u>1,384</u>
Gasoline	1,338	13,378	115	1,148	1,411	14,111	121	1,211	1,418	14,184	122	1,217	1,488	14,884	128	1,277
Diesel	30	295	3	25	31	312	3	27	44	444	4	38	47	466	4	40
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	18	182	2	16	19	192	2	16	75	746	6	64	78	783	7	67
<i>Heavy</i>	31	307	3	26	32	323	3	28	34	340	3	29	36	357	3	31
Gasoline	3	29	0	2	3	30	0	3	2	21	0	2	2	22	0	2
Diesel	27	268	2	23	28	283	2	24	31	310	3	27	33	325	3	28
Natural Gas	1	10	0	1	1	11	0	1	1	9	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	44	438	4	38	46	462	4	40	49	486	4	42	51	510	4	44
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	13	131	1	11	14	139	1	12	15	146	1	13	15	153	1	13
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	31	307	3	26	32	323	3	28	34	340	3	29	36	357	3	31
Segment 3 (NB app + SB dept)	<u>1,780</u>	<u>17,800</u>	<u>107</u>	<u>1,070</u>	<u>1,850</u>	<u>18,500</u>	<u>111</u>	<u>1,112</u>	<u>1,960</u>	<u>19,600</u>	<u>118</u>	<u>1,178</u>	<u>2,030</u>	<u>20,300</u>	<u>122</u>	<u>1,220</u>
<i>Light/Med</i>	<u>1,689</u>	<u>16,892</u>	<u>102</u>	<u>1,015</u>	<u>1,756</u>	<u>17,557</u>	<u>106</u>	<u>1,055</u>	<u>1,860</u>	<u>18,600</u>	<u>112</u>	<u>1,118</u>	<u>1,926</u>	<u>19,265</u>	<u>116</u>	<u>1,158</u>
Gasoline	1,631	16,310	98	980	1,695	16,951	102	1,019	1,716	17,161	103	1,031	1,777	17,773	107	1,068
Diesel	36	360	2	22	37	374	2	22	54	537	3	32	56	556	3	33
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	22	222	1	13	23	231	1	14	90	903	5	54	94	935	6	56
<i>Heavy</i>	37	374	2	22	39	389	2	23	41	412	2	25	43	426	3	26
Gasoline	3	35	0	2	4	36	0	2	3	26	0	2	3	27	0	2

Diesel	33	327	2	20	34	339	2	20	37	375	2	23	39	388	2	23
Natural Gas	1	12	0	1	1	13	0	1	1	11	0	1	1	11	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	53	534	3	32	56	555	3	33	59	588	4	35	61	609	4	37
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	16	160	1	10	17	167	1	10	18	176	1	11	18	183	1	11
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	37	374	2	22	39	389	2	23	41	412	2	25	43	426	3	26
Segment 4 (WB app + EB dept)	<u>1,630</u>	<u>16,300</u>	<u>140</u>	<u>1,403</u>	<u>1,720</u>	<u>17,200</u>	<u>148</u>	<u>1,480</u>	<u>1,820</u>	<u>18,200</u>	<u>157</u>	<u>1,566</u>	<u>1,910</u>	<u>19,100</u>	<u>164</u>	<u>1,644</u>
<i>Light/Med</i>	1,547	15,469	133	1,331	1,632	16,323	140	1,405	1,727	17,272	149	1,486	1,813	18,126	156	1,560
Gasoline	1,494	14,936	129	1,285	1,576	15,760	136	1,356	1,593	15,935	137	1,371	1,672	16,723	144	1,439
Diesel	33	330	3	28	35	348	3	30	50	498	4	43	52	523	5	45
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	20	203	2	18	21	215	2	18	84	838	7	72	88	880	8	76
<i>Heavy</i>	34	342	3	29	36	361	3	31	38	382	3	33	40	401	3	35
Gasoline	3	32	0	3	3	34	0	3	2	24	0	2	2	25	0	2
Diesel	30	299	3	26	32	316	3	27	35	348	3	30	37	365	3	31
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	11	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	49	489	4	42	52	516	4	44	55	546	5	47	57	573	5	49
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	15	147	1	13	15	155	1	13	16	164	1	14	17	172	1	15
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	34	342	3	29	36	361	3	31	38	382	3	33	40	401	3	35
<b>Eighth and Mission</b>																
Segment 1 (SB app + NB dept)	<u>1,800</u>	<u>18,000</u>	<u>111</u>	<u>1,105</u>	<u>1,940</u>	<u>19,400</u>	<u>119</u>	<u>1,191</u>	<u>1,990</u>	<u>19,900</u>	<u>122</u>	<u>1,222</u>	<u>2,110</u>	<u>21,100</u>	<u>130</u>	<u>1,295</u>
<i>Light/Med</i>	1,708	17,082	105	1,049	1,841	18,411	113	1,130	1,889	18,885	116	1,159	2,002	20,024	123	1,229
Gasoline	1,649	16,493	101	1,013	1,778	17,776	109	1,091	1,742	17,423	107	1,070	1,847	18,474	113	1,134
Diesel	36	364	2	22	39	392	2	24	55	545	3	33	58	578	4	35
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	22	225	1	14	24	242	1	15	92	917	6	56	97	972	6	60
<i>Heavy</i>	38	378	2	23	41	407	3	25	42	418	3	26	44	443	3	27
Gasoline	4	35	0	2	4	38	0	2	3	26	0	2	3	28	0	2
Diesel	33	330	2	20	36	356	2	22	38	381	2	23	40	404	2	25
Natural Gas	1	12	0	1	1	13	0	1	1	11	0	1	1	12	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	54	540	3	33	58	582	4	36	60	597	4	37	63	633	4	39
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	16	162	1	10	17	175	1	11	18	179	1	11	19	190	1	12
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	38	378	2	23	41	407	3	25	42	418	3	26	44	443	3	27
Segment 2 (EB app + WB dept)	<u>1,540</u>	<u>15,400</u>	<u>92</u>	<u>923</u>	<u>1,680</u>	<u>16,800</u>	<u>101</u>	<u>1,007</u>	<u>1,700</u>	<u>17,000</u>	<u>102</u>	<u>1,019</u>	<u>1,840</u>	<u>18,400</u>	<u>110</u>	<u>1,103</u>
<i>Light/Med</i>	1,461	14,615	88	876	1,594	15,943	96	956	1,613	16,133	97	967	1,746	17,462	105	1,047
Gasoline	1,411	14,111	85	846	1,539	15,394	92	923	1,488	14,884	89	892	1,611	16,110	97	966
Diesel	31	312	2	19	34	340	2	20	47	466	3	28	50	504	3	30
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	19	192	1	12	21	210	1	13	78	783	5	47	85	848	5	51
<i>Heavy</i>	32	323	2	19	35	353	2	21	36	357	2	21	39	386	2	23
Gasoline	3	30	0	2	3	33	0	2	2	22	0	1	2	24	0	1
Diesel	28	283	2	17	31	308	2	18	33	325	2	19	35	352	2	21
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	10	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	46	462	3	28	50	504	3	30	51	510	3	31	55	552	3	33
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	139	1	8	15	151	1	9	15	153	1	9	17	166	1	10

Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	32	323	2	19	35	353	2	21	36	357	2	21	39	386	2	23
Segment 3 (NB app + SB dept)	<u>1,550</u>	<u>15,500</u>	<u>93</u>	<u>932</u>	<u>1,790</u>	<u>17,900</u>	<u>108</u>	<u>1,077</u>	<u>1,730</u>	<u>17,300</u>	<u>104</u>	<u>1,041</u>	<u>1,950</u>	<u>19,500</u>	<u>117</u>	<u>1,173</u>
<i>Light/Med</i>	<u>1,471</u>	<u>14,710</u>	<u>88</u>	<u>885</u>	<u>1,699</u>	<u>16,987</u>	<u>102</u>	<u>1,022</u>	<u>1,642</u>	<u>16,418</u>	<u>99</u>	<u>987</u>	<u>1,851</u>	<u>18,506</u>	<u>111</u>	<u>1,113</u>
Gasoline	1,420	14,202	85	854	1,640	16,402	99	987	1,515	15,147	91	911	1,707	17,073	103	1,027
Diesel	31	314	2	19	36	362	2	22	47	474	3	29	53	534	3	32
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	19	193	1	12	22	223	1	13	80	797	5	48	90	898	5	54
<i>Heavy</i>	<u>33</u>	<u>326</u>	<u>2</u>	<u>20</u>	<u>38</u>	<u>376</u>	<u>2</u>	<u>23</u>	<u>36</u>	<u>363</u>	<u>2</u>	<u>22</u>	<u>41</u>	<u>410</u>	<u>2</u>	<u>25</u>
Gasoline	3	30	0	2	4	35	0	2	2	23	0	1	3	26	0	2
Diesel	28	284	2	17	33	328	2	20	33	331	2	20	37	373	2	22
Natural Gas	1	11	0	1	1	12	0	1	1	10	0	1	1	11	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	<u>47</u>	<u>465</u>	<u>3</u>	<u>28</u>	<u>54</u>	<u>537</u>	<u>3</u>	<u>32</u>	<u>52</u>	<u>519</u>	<u>3</u>	<u>31</u>	<u>59</u>	<u>585</u>	<u>4</u>	<u>35</u>
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	14	140	1	8	16	161	1	10	16	156	1	9	18	176	1	11
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	33	326	2	20	38	376	2	23	36	363	2	22	41	410	2	25
Segment 4 (WB app + EB dept)	<u>1,430</u>	<u>14,300</u>	<u>123</u>	<u>1,226</u>	<u>1,510</u>	<u>15,100</u>	<u>129</u>	<u>1,295</u>	<u>1,580</u>	<u>15,800</u>	<u>135</u>	<u>1,355</u>	<u>1,660</u>	<u>16,600</u>	<u>142</u>	<u>1,423</u>
<i>Light/Med</i>	<u>1,357</u>	<u>13,571</u>	<u>116</u>	<u>1,163</u>	<u>1,433</u>	<u>14,330</u>	<u>123</u>	<u>1,229</u>	<u>1,499</u>	<u>14,994</u>	<u>129</u>	<u>1,285</u>	<u>1,575</u>	<u>15,753</u>	<u>135</u>	<u>1,351</u>
Gasoline	1,310	13,103	112	1,123	1,384	13,836	119	1,186	1,383	13,834	119	1,186	1,453	14,534	125	1,246
Diesel	29	289	2	25	31	305	3	26	43	433	4	37	45	455	4	39
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	18	178	2	15	19	188	2	16	73	728	6	62	76	765	7	66
<i>Heavy</i>	<u>30</u>	<u>300</u>	<u>3</u>	<u>26</u>	<u>32</u>	<u>317</u>	<u>3</u>	<u>27</u>	<u>33</u>	<u>332</u>	<u>3</u>	<u>28</u>	<u>35</u>	<u>349</u>	<u>3</u>	<u>30</u>
Gasoline	3	28	0	2	3	30	0	3	2	21	0	2	2	22	0	2
Diesel	26	262	2	22	28	277	2	24	30	302	3	26	32	318	3	27
Natural Gas	1	10	0	1	1	10	0	1	1	9	0	1	1	9	0	1
Electric	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bus</i>	<u>43</u>	<u>429</u>	<u>4</u>	<u>37</u>	<u>45</u>	<u>453</u>	<u>4</u>	<u>39</u>	<u>47</u>	<u>474</u>	<u>4</u>	<u>41</u>	<u>50</u>	<u>498</u>	<u>4</u>	<u>43</u>
Gasoline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel	13	129	1	11	14	136	1	12	14	142	1	12	15	149	1	13
Natural Gas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric	30	300	3	26	32	317	3	27	33	332	3	28	35	349	3	30



### Operational Fleet Mix

Vehicle Type	% of Fleet
Light/Med	94.9%
Heavy Truck	2.1%
Bus	3.0%

### Gasoline TOG Speciation

Pollutant	Percent
Acetaldehyde	0.28%
Acrolein	0.13%
Benzene	2.47%
1,3-Butadiene	0.55%
Ethylbenzene	0.55%
Formaldehyde	1.58%
Hexane	1.60%
Methanol	0.12%
Methyl Ethyl Ketone	0.02%
Naphthalene	0.05%
Propylene	3.06%
Styrene	0.12%
Toluene	5.76%
Xylenes	4.80%

### LNG VOC Speciation

Pollutant	Percent
Acetaldehyde	13.800%
Acrolein	0.000%
Benzene	0.253%
1,3-Butadiene	0.000%
Ethylbenzene	0.131%
Formaldehyde	16.200%
Hexane	0.0%
Methanol	0.0%
Methyl Ethyl Ketone	0.0%
Naphthalene	0.0%
Propylene	0.0%
Styrene	0.0%
Toluene	0.786%
Xylenes	0.634%