**Table 4.3-6: Estimated Peak Daily Uncontrolled Construction Emissions**

| Year | Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| | $PM_{10}$ | $PM_{2.5}$ | CO | $NO_x$ | $SO_x$ | VOCs |
| ***Proposed Project*** | | | | | | |
| 2019 | 186.26 | 56.06 | 680.44 | 833.33 | 1.72 | 92.22 |
| 2020 | 178.82 | 49.39 | 636.49 | 713.71 | 1.63 | 78.91 |
| Threshold | 100 | 55 | 550 | 250 | 250 | 75 |
| **Exceeded?** | **Yes** | **Yes** | **Yes** | **Yes** | **No** | **Yes** |
| ***Proposed Project with Implementation of APM-PUS-01*** | | | | | | |
| 2019 | 194.62 | 57.00 | 681.90 | 839.32 | 1.74 | 92.41 |
| 2020 | 187.88 | 50.4 | 638.08 | 720.19 | 1.65 | 79.11 |
| Threshold | 100 | 55 | 550 | 250 | 250 | 75 |
| **Exceeded?** | **Yes** | **Yes** | **Yes** | **Yes** | **No** | **Yes** |

Note: The emission rates for the Distribution System Modifications were conservatively assumed to be identical to that of one of the four crews' activity from the Proposed Project. The Distribution System Modifications were also assumed to be conducted in 2020 following the completion of the transmission line. As a result, the anticipated worst-case emissions were conservatively estimated to be the highest daily emissions for either the Proposed Project's emissions (without the Distribution System Modifications) or the Distribution System Modifications' emissions. These worst-case results are presented.

**Table 4.3-7: Estimated Peak Daily Controlled Construction Emissions**

| Year | Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| | $PM_{10}$ | $PM_{2.5}$ | CO | $NO_x$ | $SO_x$ | VOCs |
| ***Proposed Project*** | | | | | | |
| 2019 | 114.16 | 44.71 | 782.51 | 693.62 | 1.72 | 39.55 |
| 2020 | 111.18 | 42.36 | 737.05 | 639.46 | 1.63 | 35.88 |
| Threshold | 100 | 55 | 550 | 250 | 250 | 75 |
| **Exceeded?** | **Yes** | **No** | **Yes** | **Yes** | **No** | **No** |
| ***Proposed Project with Implementation of APM-PUS-01*** | | | | | | |
| 2019 | 122.52 | 45.65 | 783.97 | 699.61 | 1.74 | 39.74 |
| 2020 | 120.24 | 43.37 | 738.64 | 645.94 | 1.65 | 36.08 |
| Threshold | 100 | 55 | 550 | 250 | 250 | 75 |
| **Exceeded?** | **Yes** | **No** | **Yes** | **Yes** | **No** | **No** |

**Table 4.7-3: Estimated Greenhouse Gas Construction Emissions**

| Category | GHG Emissions (MT) | | |
|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ |
| **Proposed Project** | | | |
| Emission Source | | | |
| Construction Vehicle Emissions | 22,414.96 | 3.62 | 0.00 |
| Cold Tie-In Emissions | 0.03 | 1.19 | 0.00 |
| Water Conveyance | 42.74 | < 0.01 | < 0.01 |
| Distribution System Modifications | 1,074.47 | 0.19 | 0.00 |
| Subtotal | 23,532.20 | 5.00 | <0.01 |
| Global Warming Potential | 1 | 21 | 310 |
| $CO_2e$ | 23,532.20 | 105.04 | 0.11 |
| Total $CO_2e$ | 23,637.34 | | |
| Amortized Construction Emissions[1] | 787.91 | | |
| **Proposed Project with APM-PUS-01** | | | |
| Emission Source | | | |
| Construction Vehicle Emissions | 22,414.96 | 3.62 | 0.00 |
| Cold Tie-In Emissions | 0.03 | 1.19 | 0.00 |
| Recycled Water Import | 237.88 | 0.02 | 0.00 |
| Distribution System Modifications | 1,074.47 | 0.19 | 0.00 |
| Subtotal | 23,727.34 | 105.44 | 0.00 |
| Global Warming Potential | 1 | 21 | 310 |
| $CO_2e$ | 23,727.34 | 105.44 | 0.00 |
| Total $CO_2e$ | 23,832.78 | | |
| Amortized Construction Emissions | 794.43 | | |

[1] For the purposes of the analysis, construction emissions were amortized over 30 years in accordance with industry standards. The Proposed Project is anticipated to be in service for more than 30 years; therefore, the reported emissions are conservative.