

GHGs	Original from City			
	CO2E Total	Electricity and NG Elec+NG	Transport	Waste
1990	11,904,495	6,066,788	5,290,337	547,369
2004	12,981,607	4,669,542	7,567,122	744,943
2007	13,433,812	5,530,853	7,372,635	530,323
2008	13,332,136	5,251,024	7,465,763	615,348
2009	total not available	not available	7,544,107	not available

On-Road Transportation

	City Population based on SANDAG forecasts for 2020, 2030 and 2040. 2035 interpolated	Population growth rate (% over that period)	Annualized rate (over each period)	Labor Force (assume 50% of population)	VMT (forecast based on SANDAG growth rates for city)
1990	1,110,549			555,275	9,498,967,570
2004	1,262,297	13.7	1.37	631,149	12,977,151,015
2007	1,260,905	-0.1	-0.04	630,453	12,701,971,871
2008	1,333,617	5.8	5.77	666,809	12,853,000,534
2009	1,353,993	1.5	1.00	676,997	13,054,048,594
2010	1,376,173	1.6	1.64	688,087	13,267,889,284
2020	1,542,528	12.1	1.21	771,264	14,871,742,667
2030	1,689,528	9.5	0.95	844,764	16,288,991,607
2035	1,753,049	3.8	0.75	876,524	16,901,402,228

Notes

1. Values in blue are forecasts

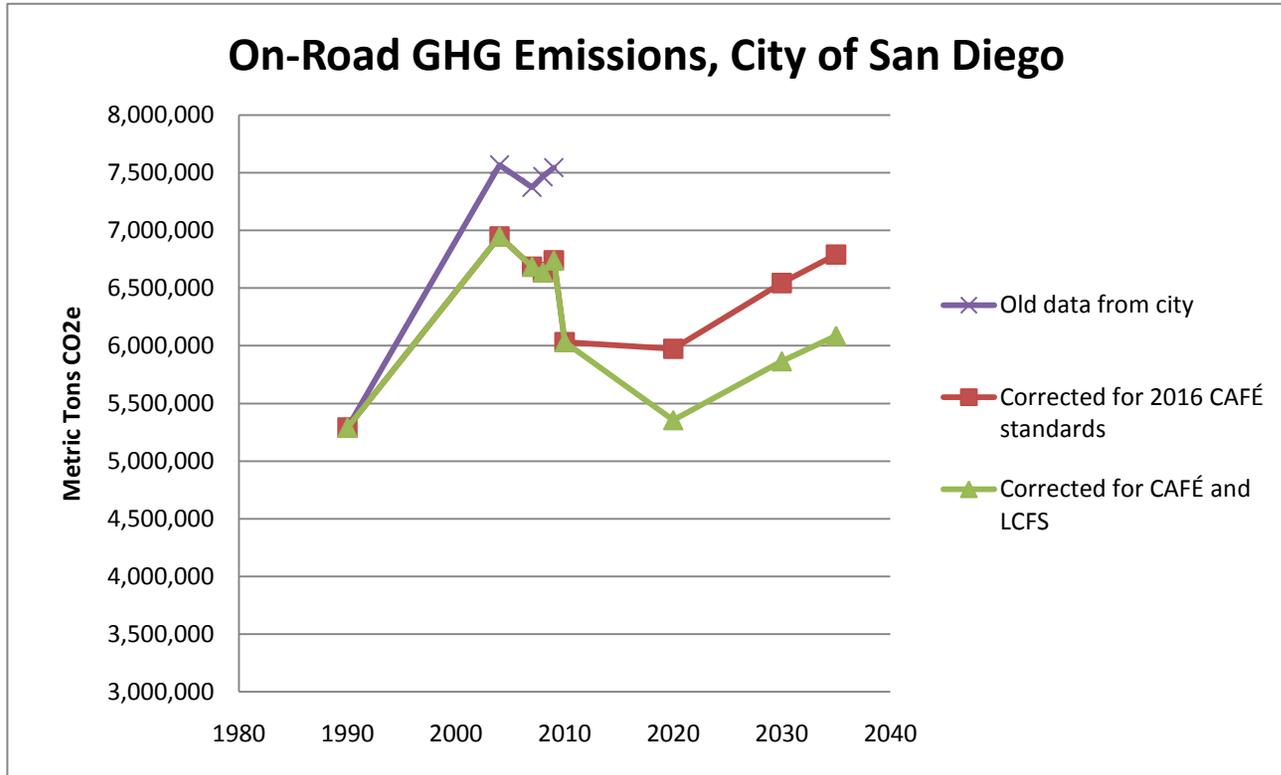
2. CO₂E/VMT uncorrected, only for GHG calculations and comparison purposes

2004 (Series 11)	5.354E-04
2007 (Series 11)	5.264E-04
2008 (Series 12)	5.164E-04
2009 (Series 12)	5.100E-04
2010 (Series 12)	5.039E-04
2020 (Series 12)	4.993E-04
2030 (Series 12)	5.040E-04
2035 (Series 12)	4.970E-04

2. According to SANDAG, The 2050 Regional Growth Forecast (of 2010) is based on 2008 population estimates per Department of Finance. The 2050 Regional Growth Forecast also is based on detailed housing unit estimates that SANDAG compiled from a combination of County Assessor Records, the 2000 Census, and aerial imagery. Comparable base year data were used for the 2030 Regional Growth Forecast Update, while the Cities/County Forecast was based almost exclusively on the 2000 Census.

On road GHGs based on uncorrected EMFAC CO2e/VMT for the region and SANDAG's city rate of growth forecast	City inventory On-Road GHGs, uncorrected forecast from 2010	CO2E /VMT corrected for EMFAC/Fuel Economy issues/old CAFÉ standards, systemwide	On-Road GHGs corrected for EMFAC/Fuel Economy issues/old CAFÉ standards	CO2E/VMT corrected for new 2016 CAFÉ standards	On-Road GHGs based on EMFAC corrected for new CAFÉ standards from 2016
	5,290,337		5,290,337		5,290,337
6,948,419	7,567,122		5,900,115		6,948,419
6,686,318	7,372,635		5,775,004		6,686,318
6,637,012	7,465,763		5,843,670		6,637,012
6,657,565	7,544,107		5,935,077		6,740,829
6,685,724	6,685,724	4.55E-04	6,032,301		6,032,301
7,425,461	7,493,910		6,761,499	4.02E-04	5,974,440
8,209,652	8,208,065		7,405,858		6,543,793
8,399,997	8,516,661		7,684,293		6,789,817

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CO2E /VMT corrected for CAFÉ AND LCFS;	BAU?		AB32 Target	Amount reduction needed after CAFÉ 2016 correction (NOT LCFS)	% reduction to reach 1990 compared with BAU	If BAU includes only CAFÉ, % reduction needed to reach 1990
	On-Road GHGs based on EMFAC corrected for CAFÉ	AND LCFS				
	5,290,337		5,290,337	-		
	6,948,419		5,290,337	1,658,082	23.86	23.86
	6,686,318		5,290,337	1,395,981	20.88	20.88
	6,637,012		5,290,337	1,346,674	20.29	20.29
	6,740,829		5,290,337	1,450,491	21.52	21.52
	6,032,301		5,290,337	741,964	12.30	12.30
3.60E-04	5,356,400		5,290,337	66,063	1.23	11.45
	5,866,855		5,290,337	576,518	9.83	19.15
	6,087,429		5,290,337	797,092	13.09	22.08