AIR QUALITY IMPACT ANALYSIS

FBT, Inc. Truck Parking Facility
Bakersfield, CA

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1. EXECUTIVE SUMMARY

Trinity Consultants has completed an Air Quality Impact Analysis (AQIA) for the FBT, Inc. Truck Parking Facility which is comprised of a 69-acre parking lot. The truck facility (Project) would be located near the corner of South Union Avenue and East White Lane in Bakersfield, California.

The proposed Project's construction would include the following criteria pollutant emissions: reactive organic gases (ROG), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and suspended particulate matter (PM_{10} and $PM_{2.5}$). Project operations would generate air pollutant emissions from mobile sources (vehicle activity), and area sources (incidental activities related to architectural coating, consumer products, and landscape maintenance). Project construction and operational activities would also generate greenhouse gas (GHG) emissions. Criteria and GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1 (California Air Pollution Control Officers Association (CAPCOA) 2022), which has been approved for use by the San Joaquin Valley Air Pollution Control District (SJVAPCD).

Table 4-3 presents the Project's construction emissions and provides substantial evidence to support a *less than significant* air quality impact on the San Joaquin Valley Air Basin. **Table 4-4** presents the Project's operations emissions and provides substantial evidence to support a *less than significant* air quality impact on the San Joaquin Valley Air Basin. Based on the foregoing conclusions, the Project is considered to have *less than significant* air quality impacts on the San Joaquin Valley Air Basin.

SJVAPCD uses a single threshold for determination of significance for both project specific and cumulative impacts. As such, a qualitative evaluation of the cumulative projects supports a finding that the Project's contribution would not be cumulatively considerable because the proposed Project's incremental emissions would be *less than significant*.

2. INTRODUCTION

2.1 Purpose

This AQIA was prepared pursuant to the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015) and the California Environmental Quality Act (CEQA) Statute and Guidelines (CEQA 2023).

2.2 General Project Description

The truck parking facility (Project) which is comprised of a 69-acre parking lot would be located near the corner of South Union Avenue and East White Lane in Bakersfield, California.

There is no specific development or phasing start date; therefore, most of the defaults in the CalEEMod emissions model were applied to estimate a construction schedule. **Figure 2-1** depicts the regional location and **Figure 2-2** depicts an aerial view of the Project location.

Figure 2-1. Regional Location

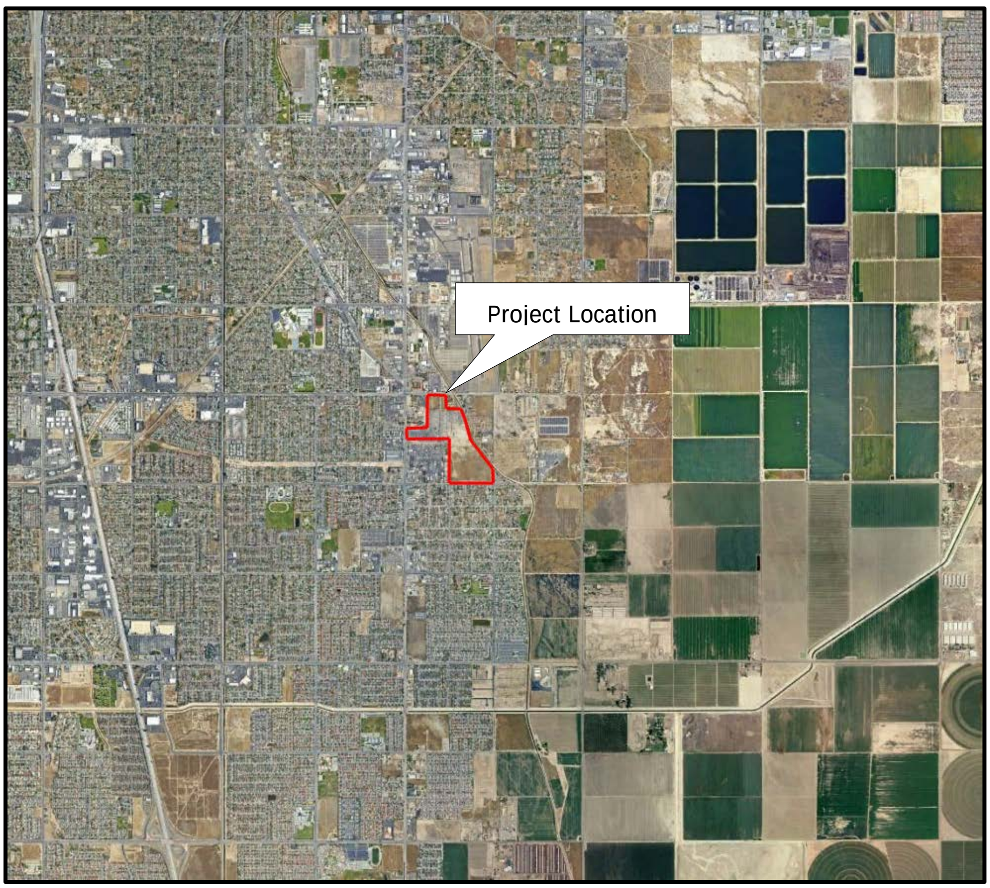


Figure 2-2. Project Location

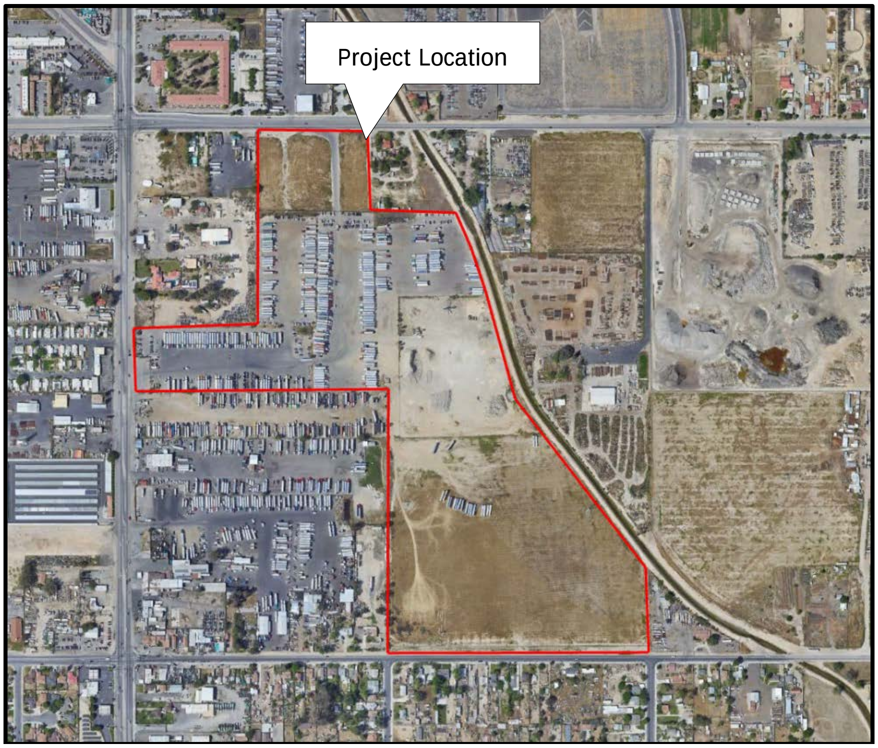


Figure 2-3 depicts the Project's Master Plan providing detailed location of the proposed structures, parking areas and Land Use Designations.

Figure 2-3. Project Master Plan

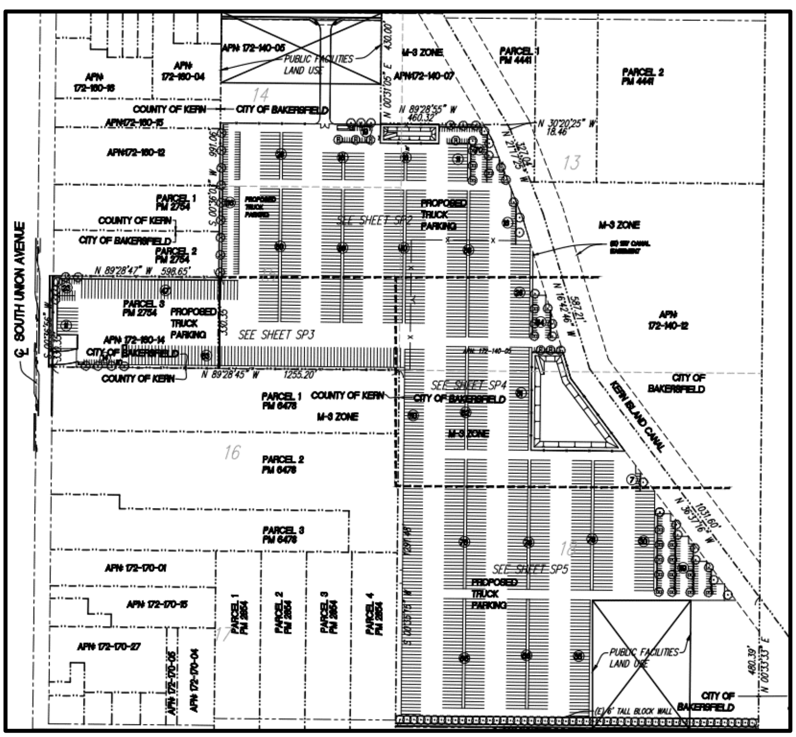
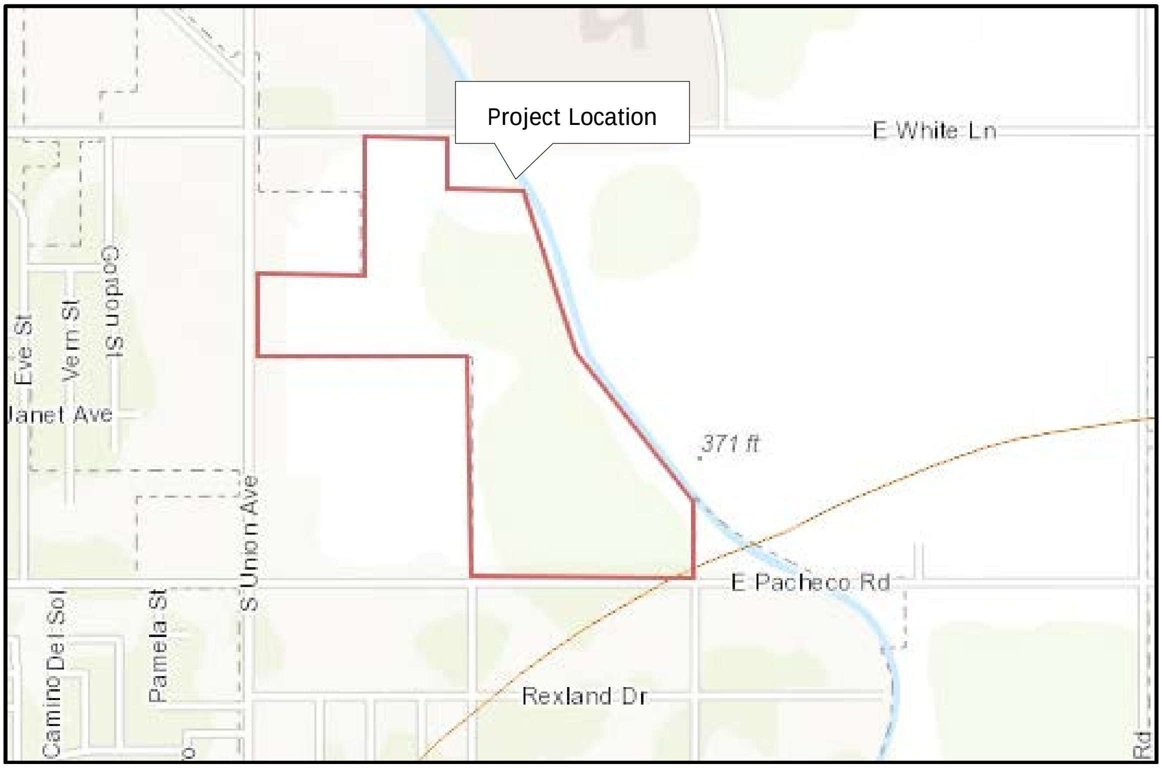


Figure 2-4 depicts the Project site's topography based on United States Geological Survey's (USGS) National Map (USGS 2023). The Project site is located at an elevation of approximately 371 feet above mean sea level and is surrounded by residential and heavy industrial land uses.

Figure 2-4. Project Site Topography



3. SETTING

Protection of the public health is maintained through the attainment and maintenance of ambient air quality standards for various atmospheric compounds and the enforcement of emissions limits for individual stationary sources. The Federal Clean Air Act requires that the U.S. Environmental Protection Agency (EPA) establish National Ambient Air Quality Standards (NAAQS) to protect the health, safety, and welfare of the public. NAAQS have been established for ozone (O_3), CO, NO_2, SO_2, PM_{10} and $PM_{2.5}$, and lead (Pb). California has also adopted ambient air quality standards (CAAQS) for these "criteria" air pollutants. CAAQS are more stringent than the corresponding NAAQS and include standards for hydrogen sulfide (H_2S), vinyl chloride (chloroethene), and visibility reducing particles. The U.S. Clean Air Act Amendments of 1977 required each state to identify areas that were in non-attainment of the NAAQS and to develop State Implementation Plans (SIP's) containing strategies to bring these non-attainment areas into compliance. NAAQS and CAAQS designation/classification for Kern County are presented in **Section 3.1** below.

Responsibility for regulation of air quality in California lies with the California Air Resources Board (CARB) and the 35 local air districts with oversight responsibility held by the EPA. CARB is responsible for regulating mobile source emissions, establishing CAAQS, conducting research, managing regulation development, and providing oversight and coordination of the activities of the 35 air districts. The air districts are primarily responsible for regulating stationary source emissions and monitoring ambient pollutant concentrations. CARB also determines whether air basins, or portions thereof, are “unclassified,” in “attainment” or in “non-attainment” for the NAAQS and CAAQS relying on statewide air quality monitoring data.

3.1 Air Quality Standards

The Project area is located within Kern County’s portion of the San Joaquin Valley Air Basin (SJVAB or Basin). Kern County is included among the eight counties that comprise the SJVAPCD. The SJVAPCD acts as the regulatory agency for air pollution control in the Basin and is the local agency empowered to regulate air pollutant emissions for the Project area. **Table 3-1** provides the NAAQS and CAAQS.

Table 3-1. Federal & California Air Quality Standards

Pollutant	Averaging Time	NAAQS	CAAQS
		Concentration	
O_3	8-hour	0.070 ppm (137 µg/m^3)[a]	0.070 ppm (137 µg/m^3)
	1-hour		0.09 ppm (180 µg/m^3)
CO	8-hour	9 ppm (10 µg/m^3)	9 ppm (10 µg/m^3)
	1-hour	35 ppm (40 µg/m^3)	20 ppm (23 µg/m^3)
NO_2	Annual Average	53 ppb (100 µg/m^3)	0.030 ppm (57 µg/m^3)
	1-Hour	100 ppb (188.68 µg/m^3)	0.18 ppm (339 µg/m^3)
SO_2	3-Hour	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)
	1-Hour	75 ppb (196 µg/m^3)	0.25 ppm (655 µg/m^3)
Particulate Matter (PM_{10})	Annual Arithmetic Mean		20 µg/m^3
	24-Hour	150 µg/m^3	50 µg/m^3
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
	24-Hour	35 µg/m^3	
Sulfates	24-Hour		25 µg/m^3
Pb[d]	Rolling Three-Month Average	0.15 µg/m^3	
	30 Day Average		1.5 µg/m^3
H_2S	1-Hour		0.03 ppm (42 µg/m^3)
Vinyl Chloride (chloroethene)	24-Hour		0.010 ppm (26 µg/m^3)
Visibility Reducing particles	8 Hour (1000 to 1800 PST)		[b]
ppm = parts per million ppb = parts per billion		mg/m^3 = milligrams per cubic meter	µg/m^3 = micrograms per cubic meter

Source: CARB 2016

a. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm

b. In 1989, CARB converted both the general statewide 10-mile visibility standards and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

Under the provisions of the U.S. Clean Air Act, the Kern County portion of the SJVAB has been classified as nonattainment/extreme, nonattainment/severe, nonattainment, attainment/unclassified, attainment, or unclassified under the established NAAQS and CAAQS for various criteria pollutants. **Table 3-2** provides the SJVAB's designation and classification based on the various criteria pollutants under both NAAQS and CAAQS.

Table 3-2. SJVAB Attainment Status

Pollutant	NAAQS[a]	CAAQS[b]
O_3, 1-hour	No Federal Standard[f]	Nonattainment/Severe
O_3, 8-hour	Nonattainment/Extreme[e]	Nonattainment
PM_{10}	Attainment[c]	Nonattainment
$PM_{2.5}$	Nonattainment[d]	Nonattainment
CO	Attainment/Unclassified	Attainment/Unclassified
NO_2	Attainment/Unclassified	Attainment
SO_2	Attainment/Unclassified	Attainment
Pb (Particulate)	No Designation/Classification	Attainment
H_2S	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particulates	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2023a

Note:

a. See 40 CFR Part 81

b. See CCR Title 17 Sections 60200-60210

c. On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM_{10} National Ambient Air Quality Standard (NAAQS) and approved the PM_{10} Maintenance Plan.

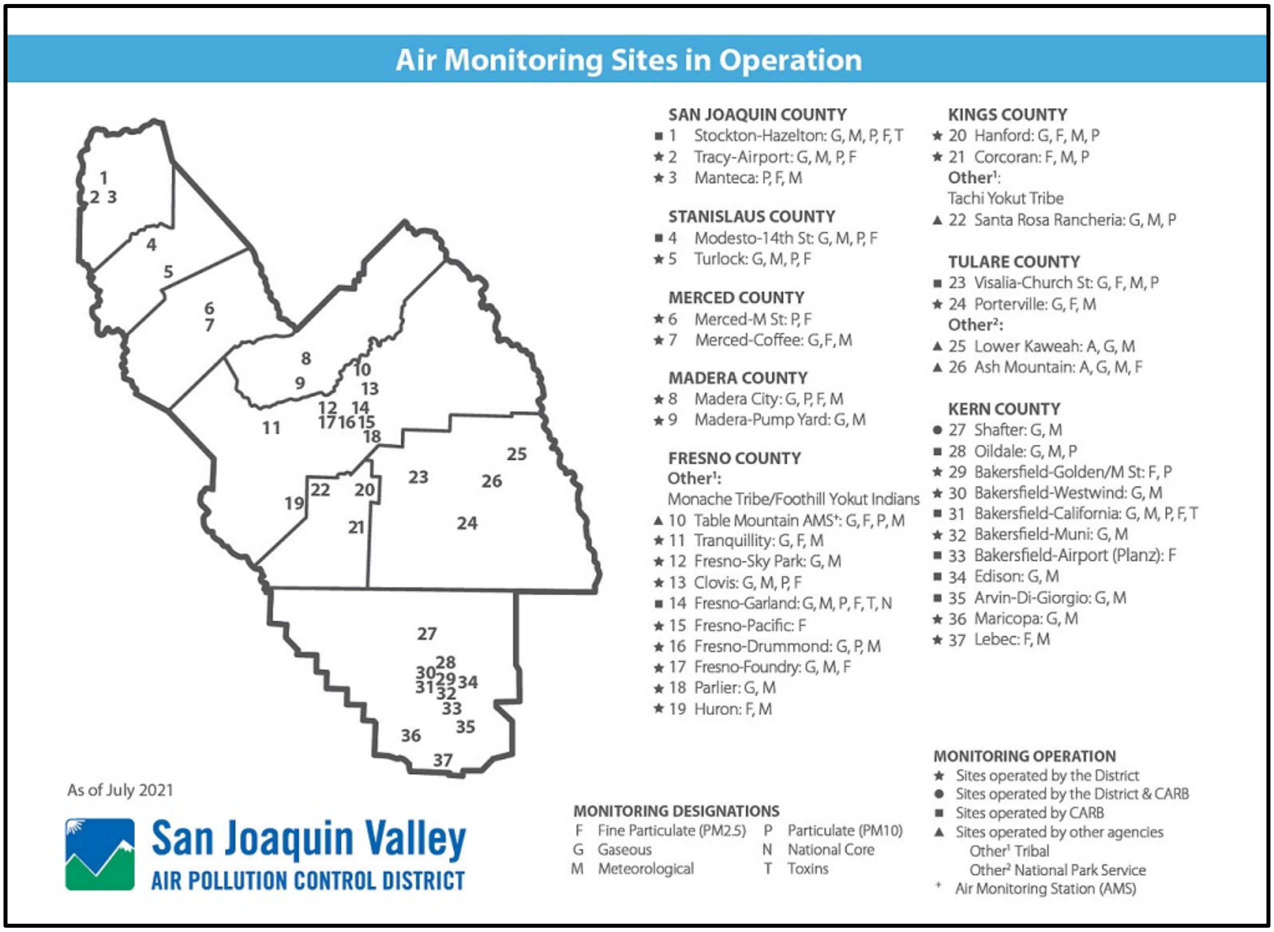
d. The Valley is designated nonattainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as nonattainment for the 2006 $PM_{2.5}$ NAAQS on November 13, 2009 (effective December 14, 2009).

e. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour O_3 standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

f. Effective June 15, 2005, the EPA revoked the federal 1-hour O_3 standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour O3 nonattainment areas continue to apply to the SJVAB.

The SJVAPCD, along with CARB, operates an air quality monitoring network that provides information on average concentrations of those pollutants for which Federal or State agencies have established NAAQS and CAAQS, respectively. The monitoring stations in the San Joaquin Valley are depicted in **Figure 3-1**.

Figure 3-1. SJVAPCD Monitoring Network



Source: SJVAPCD 2022

3.2 Existing Air Quality

For the purposes of background data and this air quality analysis, this analysis relied on data collected in the last three years for the CARB monitoring stations that are located in the closest proximity to the project site. **Table 3-3** provides the background concentrations for O_3, particulate matter of 10 microns (PM_{10}), particulate matter of less than 2.5 microns ($PM_{2.5}$), CO, NO_2, SO_2, and Pb. Information is provided for the Oildale – 3311 Manor Street, Bakersfield-5558 California Avenue, Bakersfield-Golden State Highway, Bakersfield-Municipal Airport, Bakersfield-410 E. Planz Rd., and Edison monitoring stations for 2019 through 2021. No data is available for H_2S, Vinyl Chloride or other toxic air contaminants in Kern County.

Table 3-3. Existing Air Quality Monitoring Data in Project Area

Pollutant and Monitoring Station Location	Maximum Concentration			Days Exceeding Standard		
	2019	2020	2021	2019	2020	2021
O_3 – 1-hour CAAQS (0.09 ppm)						
Bakersfield – 5558 California Avenue	0.097	0.110	0.090	2	3	0
Bakersfield – Municipal Airport	0.092	0.118	0.100	0	8	6
Edison	0.105	0.131	0.116	13	35	23
O_3 – 8-hour CAAQS (0.07 ppm)						
Bakersfield – 5558 California Avenue	0.088	0.098	0.081	28	25	11
Bakersfield – Municipal Airport	0.080	0.102	0.090	24	40	30
Edison	0.086	0.111	0.099	58	82	70
O_3 – 8-hour NAAQS (0.070 ppm)						
Bakersfield – 5558 California Avenue	0.088	0.098	0.080	24	25	11
Bakersfield – Municipal Airport	0.080	0.101	0.090	19	38	29
Edison	0.086	0.110	0.098	54	79	66
PM_{10} – 24-hour CAAQS (50 µg/m^3)						
Bakersfield – 5558 California Ave	125.9	196.8	439.3	17	18	124
Bakersfield – Golden State Hwy	664.2	144.0	176.3	21	26	25
Oildale – 3311 Manor Street	392.1	277.3	423.0	8	15	2
PM_{10} – 24-hour NAAQS (150 µg/m^3)						
Bakersfield – 5558 California Ave.	116.3	193.8	437.5	0	1	3
Bakersfield – Golden State Hwy	652.2	146.8	175.0	1	0	1
Oildale – 3311 Manor Street	389.3	517.2	421.4	118	123	129
$PM_{2.5}$ - 24-hour NAAQS (35 µg/m^3)						
Bakersfield – 410 E Planz Rd.	83.7	158.6	70.5	3	17	17
Bakersfield – Golden State Highway	66.1	150.2	78.5	4	10	43
Bakersfield – 5558 California Ave	59.1	150.7	72.3	12	44	40
CO - 8-Hour CAAQS & NAAQS (9.0 ppm)						
No data collected	*	*	*	*	*	*
NO_2 - 1-Hour CAAQS (0.18 ppm)						
Bakersfield – Municipal Airport	0.064	0.065	0.068	0	0	0
Edison	0.034	0.030	0.041	0	0	0
Bakersfield – 5558 California Ave	0.067	0.050	0.057	0	0	0
NO_2 - 1-Hour NAAQS (0.10 ppm)						
Bakersfield – Municipal Airport	0.064	0.066	0.068	0	0	0
Edison	0.034	0.031	0.042	0	0	0
Bakersfield – 5558 California Ave	0.067	0.050	0.057	0	0	0
SO_2 – 24-hour Concentration - CAAQS (0.04 ppm) & NAAQS (0.14 ppm)						
No data collected	*	*	*	*	*	*
Pb - Maximum 30-Day Concentration CAAQS (1500 ng/m^3)						
Bakersfield - 5558 California Ave	8.5	5.7	9.9	*	*	*

Source: CARB 2023a
Notes: ppm= parts per million
* There was insufficient (or no) data available to determine the value.

The following is a description of criteria air pollutants, typical sources and health effects and the recently documented pollutant levels in the project vicinity.

3.2.1 Ozone (O_3)

The most severe air quality problem in the San Joaquin Valley is high concentrations of O_3. High levels of O_3 cause eye irritation and can impair respiratory functions. High levels of O_3 can also affect plants and materials. Grapes, lettuce, spinach and many types of garden flowers and shrubs are particularly vulnerable to O_3 damage. O_3 is not emitted directly into the atmosphere but is a secondary pollutant produced through photochemical reactions involving hydrocarbons and nitrogen oxides (NOx). Significant O_3 generation requires about one to three hours in a stable atmosphere with strong sunlight. For this reason, the months of April through October comprise the "ozone season." O_3 is a regional pollutant because O_3 precursors are transported and diffused by wind concurrently with the reaction process. The data contained in **Table 3-3** shows that the Bakersfield area exceeded the 1-hour average ambient O_3 CAAQS and the 8-hour average ambient O_3 NAAQS and CAAQS during the 2019 through 2021 period.

3.2.2 Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)

Both State and Federal particulate standards now apply to particulates under 10 microns (PM_{10}) rather than to total suspended particulate (TSP), which includes particulates up to 30 microns in diameter. Continuing studies have shown that the smaller-diameter fraction of TSP represents the greatest health hazard posed by the pollutant; therefore, EPA has recently established NAAQS for $PM_{2.5}$. The project area is classified as attainment for PM_{10} and non-attainment for particulates under 2.5 microns ($PM_{2.5}$) for NAAQS.

Particulate matter consists of particles in the atmosphere resulting from many kinds of dust and fume-producing industrial and agricultural operations, from combustion, and from atmospheric photochemical reactions. Natural activities also increase the level of particulates in the atmosphere; wind-raised dust and ocean spray are two sources of naturally occurring particulates. The largest sources of PM_{10} and $PM_{2.5}$ in Kern County are vehicle movement over paved and unpaved roads, demolition and construction activities, farming operations, and unplanned fires. PM_{10} and $PM_{2.5}$ are considered regional pollutants with elevated levels typically occurring over a wide geographic area. Concentrations tend to be highest in the winter, during periods of high atmospheric stability and low wind speed. In the respiratory tract, very small particles of certain substances may produce injury by themselves or may contain absorbed gases that are injurious. Particulates of aerosol size suspended in the air can both scatter and absorb sunlight, producing haze and reducing visibility. They can also cause a wide range of damage to materials.

Table 3-3 shows that PM_{10} levels regularly exceeded the CAAQS but not the NAAQS at three monitoring stations over the three-year period of 2019 through 2021. **Table 3-3** shows that $PM_{2.5}$ NAAQS were exceeded from 2019 through 2021. Similar levels can be expected to occur in the vicinity of the Project site.

3.2.3 Carbon Monoxide (CO)

Ambient CO concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Relatively high concentrations of CO would be expected along heavily traveled roads and near busy intersections. Wind speed and atmospheric mixing also influence CO concentrations; however, under inversion conditions prevalent in the San Joaquin Valley, CO concentrations may be more uniformly distributed over a broad area.

Internal combustion engines, principally in vehicles, produce CO due to incomplete fuel combustion. Various industrial processes also produce CO emissions through incomplete combustion. Gasoline-powered motor vehicles are typically the major source of this contaminant. CO does not irritate the respiratory tract, but passes through the lungs directly into the blood stream, and by interfering with the transfer of fresh oxygen to the blood, deprives sensitive tissues of oxygen, thereby aggravate cardiovascular disease, causing fatigue, headaches, and dizziness. CO is not known to have adverse effects on vegetation, visibility, or materials.

Table 3-3 reports no CO data is available for the three-year period from 2019 through 2021; historically Bakersfield area data for CO has been below the CAAQS and NAAQS.

3.2.4 Nitrogen Dioxide (NO_2) and Hydrocarbons

Kern County has been designated as an attainment area for the NAAQS for NO_2. NO_2 is the "whiskey brown" colored gas readily visible during periods of heavy air pollution. Mobile sources and oil and gas production account for nearly all of the County's NOx emissions, most of which is emitted as NO_2. Combustion in motor vehicle engines, power plants, refineries and other industrial operations are the primary sources in the region. Railroads and aircraft are other potentially significant sources of combustion air contaminants. Oxides of nitrogen are direct participants in photochemical smog reactions. The emitted compound, nitric oxide, combines with oxygen in the atmosphere in the presence of hydrocarbons and sunlight to form NO_2 and O_3. NO_2, the most significant of these pollutants, can color the atmosphere at concentrations as low as 0.5 ppm on days of 10-mile visibility. NOx is an important air pollutant in the region because it is a primary receptor of ultraviolet light, which initiates the reactions producing photochemical smog. It also reacts in the air to form nitrate particulates.

Motor vehicles are the major source of reactive hydrocarbons in the basin. Other sources include evaporation of organic solvents and petroleum production and refining operations. Certain hydrocarbons can damage plants by inhibiting growth and by causing flowers and leaves to fall. Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects in humans. However, certain members of this contaminant group are important components in the reactions, which produce photochemical oxidants.

Table 3-3 shows that the Federal and State NO_2 standards have not been exceeded at the Edison or the Bakersfield area-monitoring stations over the three-year period of 2019 through 2021. Hydrocarbons are not currently monitored.

3.2.5 Sulfur Dioxide (SO_2)

Kern County has been designated as an attainment area for the NAAQS for SO_2. SO_2 is the primary combustion product of sulfur, or sulfur containing fuels. Fuel combustion is the major source of this pollutant, while chemical plants, sulfur recovery plants, and metal processing facilities are minor contributors. Gaseous fuels (natural gas, propane, etc.) typically have lower percentages of sulfur containing compounds than liquid fuels such as diesel or crude oil. SO_2 levels are generally higher in the winter months. Decreasing levels of SO_2 in the atmosphere reflect the use of natural gas in power plants and boilers.

At high concentrations, SO_2 irritates the upper respiratory tract. At lower concentrations, when respirated in combination with particulates, SO_2 can result in greater harm by injuring lung tissues. Sulfur oxides (SOx), in combination with moisture and oxygen, results in the formation of sulfuric acid, which can yellow the leaves of plants, dissolve marble, and oxidize iron and steel. SOx can also react to produce sulfates that reduce visibility and sunlight.

Table 3-3 shows no data has been reported over the three-year period in Kern County.

3.2.6 Lead (Pb) and Suspended Sulfate

Ambient Pb levels have dropped dramatically due to the increase in the percentage of motor vehicles that run exclusively on unleaded fuel. Ambient Pb levels in Bakersfield are well below the ambient standard and are expected to continue to decline; the data reported in **Table 3-3** only shows the highest concentration as the number of days exceeding standards are not reported. Suspended sulfate levels have stabilized to the point where no excesses of the State standard are expected in any given year.

3.3 Climate

The most significant single control on the weather pattern of the San Joaquin Valley is the semi-permanent subtropical high-pressure cell, referred to as the "Pacific High." During the summer, the Pacific High is positioned off the coast of northern California, diverting ocean-derived storms to the north. Hence, the summer months are virtually rainless. During the winter, the Pacific High moves southward allowing storms to pass through the San Joaquin Valley. Almost all of the precipitation expected during a given year occurs from December through April. During the summer, the predominant surface winds are out of the northwest. Air enters the Valley through the Carquinez strait and flows toward the Tehachapi Mountains. This up-valley (northwesterly) wind flow is interrupted in early fall by the emergence of nocturnal, down-valley (southeasterly) winds which become progressively more predominant as winter approaches. Wind speeds are generally highest during the spring and lightest in fall and winter. The relatively cool air flowing through the Carquinez strait is warmed on its journey south through the Valley. On reaching the southern end of the Valley, the average high temperature during the summer is nearly 100 degrees Fahrenheit (°F). Relative humidity during the summer is quite low, causing large diurnal temperature variations. Temperatures during the summer often drop into the upper 60s. In winter, the average high temperatures reach into the mid-50s and the average low drops to the mid-30s. In addition, another high-pressure cell, known as the "Great Basin High," develops east of the Sierra Nevada Mountain Range during winter. When this cell is weak, a layer of cool, damp air becomes trapped in the basin and extensive fog results. During inversions, vertical dispersion is restricted, and pollutant emissions are trapped beneath the inversion and pushed against the mountains, adversely affecting regional air quality. Surface-based inversions, while shallow and typically short-lived, are present most mornings. Elevated inversions, while less frequent than ground-based inversions, are typically longer lasting and create the more severe air stagnation problems. The winter season characteristically has the poorest conditions for vertical mixing of the entire year.

Meteorological data for various monitoring stations is maintained by the Western Regional Climate Center. Meteorological data for the Project site is expected to be similar to the data recorded at the Bakersfield AP monitoring station. This data is provided in **Table 3-4**, which contains average precipitation data recorded at the Bakersfield AP monitoring station. Over the 79-year period from October of 1937 through June of 2016 (the most recent data available), the average annual precipitation was 6.17 inches.

Table 3-4. Bakersfield AP Weather Data

Period of Record Monthly Climate Summary for the Period 10/01/1937 to 6/09/2016													
	Jan	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Annual**
Avg. Maximum Temp (F)	57.4	63.6	69.0	75.7	84.2	92.1	98.6	96.7	91.0	80.5	67.3	57.8	77.8
Avg. Minimum Temp (F)	38.5	42.1	45.4	49.7	56.6	63.3	69.2	67.7	63.1	54.0	44.1	38.5	52.7
Average Total Precipitation (in.)	1.04	1.16	1.12	0.67	0.21	0.07	0.01	0.04	0.10	0.30	0.59	0.85	6.17
Average Snowfall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent of possible observations for period of record: Max. Temp.: 99.6% Min. Temp.: 99.6% Precipitation: 99.7% Snowfall: 92.4% Snow Depth: 92.2%													
Source: Western Regional Climate Center, 2023.													

3.4 Climate Change and Greenhouse Gases

3.4.1 Global Climate Change

"Global climate change" refers to change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms, lasting for decades or longer. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred by some scientists and policy makers to "global warming" because it helps convey the notion that in addition to rising temperatures, other changes in global climate may occur. Climate change may result from the following influences:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation); and/or
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification).

As determined from worldwide meteorological measurements between 1990 and 2005, the primary observed effect of global climate change has been a rise in the average global tropospheric temperature of 0.36 degree Fahrenheit (°F) per decade. Climate change modeling shows that further warming could occur, which could induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns or more energetic aspects of extreme weather (e.g., droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones). Specific effects from climate change in California may include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the Sacramento-San Joaquin River Delta.

Human activities, including fossil fuel combustion and land use changes, release carbon dioxide (CO_2) and other compounds cumulatively termed greenhouse gases (GHGs). GHGs are effective at trapping radiation that would otherwise escape the atmosphere. This trapped radiation warms the atmosphere, the oceans, and the earth's surface (USGCRP, 2014). Many scientists believe "most of the warming observed over the last 50 years is attributable to human activities" (IPCC, 2017). The increased amount of CO_2 and other GHGs in the atmosphere is the alleged primary result of human-induced warming.

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. They include CO_2, methane (CH_4), nitrous oxide (N_2O), and O_3. In the last 200 years, substantial quantities of GHGs have been released into the atmosphere, primarily from fossil fuel combustion. These human-induced emissions are increasing GHG concentrations in the atmosphere, therefore enhancing the natural greenhouse effect. The GHGs resulting from human activity are believed to be causing global climate change. While human-made GHGs include CO_2, CH_4, and N_2O, some (like chlorofluorocarbons [CFCs]) are completely new to the atmosphere. GHGs vary considerably in terms of Global Warming Potential (GWP), the comparative ability of each GHG to trap heat in the atmosphere. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

Natural sources of CO_2 include the respiration (breathing) of humans and animals and evaporation from the oceans. Together, these natural sources release approximately 150 billion metric tons of CO_2 each year, far outweighing the 7 billion metric tons of GHG emissions from fossil fuel burning, waste incineration, deforestation, cement manufacturing, and other human activity. Nevertheless, natural GHG removal processes such as photosynthesis cannot keep pace with the additional output of CO_2 from human activities. Consequently, GHGs are building up in the atmosphere (Enviropedia, 2017).

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of CH_4 production include wetlands, termites, and oceans. Human activity accounts for the majority of the approximately 500 million metric tons of CH_4 emitted annually. These anthropogenic sources include the mining and burning of fossil fuels; digestive processes in ruminant livestock such as cattle; rice cultivation; and the decomposition of waste in landfills. The major removal process for atmospheric CH_4, the chemical breakdown in the atmosphere, cannot keep pace with source emissions; therefore, CH_4 concentrations in the atmosphere are rising.

Worldwide emissions of GHGs in 2008 were 30.1 billion metric tons of CO_2e and have increased considerably since that time (United Nations, 2011). It is important to note that the global emissions inventory data are not all from the same year and may vary depending on the source of the data (U.S. EPA, 2019). Emissions from the top five emitting countries and the European Union accounted for approximately 70% of total global GHG emissions in 2014. The United States was the number two producer of GHG emissions behind China. The primary GHG emitted by human activities was CO_2, representing approximately 76% of total global GHG emissions (U.S. EPA, 2019).

In 2017, the United States emitted approximately 6.5 million metric tons of CO_2e. Of the six major sectors nationwide (electric power industry, transportation, industry, agriculture, commercial, and residential), the electric power industry and transportation sectors combined account for approximately 57% of the GHG emissions; the majority of the electrical power industry and all of the transportation emissions are generated from direct fossil fuel combustion. Between 1990 and 2017, total United States GHG emissions rose approximately 1.3% (U.S. EPA, 2019).

Worldwide, energy-related CO_2 emissions are expected to increase at an average rate of 0.6% annually between 2018 and 2050, compared with the average growth rate of 1.8% per year from 1990 to 2018. Much of the increase in these emissions is expected to occur in the developing world where emerging economies, such as China and India, fuel economic development with fossil fuel energy. Developing countries' emissions are expected to grow above the world average at a rate of approximately 1% annually between 2018 and 2050 and surpass emissions of industrialized countries by 2025 (U.S. EIA, 2019).

CARB is responsible for developing and maintaining the California GHG emissions inventory. This inventory estimates the amount of GHGs emitted into and removed from the atmosphere by human activities within the state of California and supports the Assembly Bill (AB) 32 Climate Change Program. CARB's current GHG emission inventory covers the years 2000 through 2017 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

In 2017, emissions from statewide emitting activities were 424 million metric tons of CO_2 equivalent (MMT CO_2e), which is 5 MMT CO_2e lower than 2016 levels. 2017 emissions have decreased by 14% since peak levels in 2004 and are 7 MMT CO_2e below the 1990 emissions level and the State's 2020 GHG limit. Per capita GHG emissions in California have dropped from a 2001 peak of 14.1 tonnes per person to 10.7 tonnes per person in 2017, a 24% decrease (CARB 2019).

CARB estimates that transportation was the source of approximately 40% of California's GHG emissions in 2017, followed by electricity generation at 15%. Other sources of GHG emissions were industrial sources at 21%, residential plus commercial activities at 10%, and agriculture at 8% (CARB 2019).

CARB has projected the estimated statewide GHG emissions for the year 2020, which represent the emissions that would be expected to occur with reductions anticipated from Pavley I and the Renewables Electricity Standard (30 MMT CO_2e total), will be 509 MMT of CO_2e (CARB, 2014). GHG emissions from the transportation and electricity sectors as a whole are expected to increase at approximately 36% and 20% of total CO_2e emissions, respectively, as compared to 2009. The industrial sector consists of large stationary sources of GHG emissions and the percentage of the total 2020 emissions is projected to be 18% of total CO_2e emissions. The remaining sources of GHG emissions in 2020 are high global warming potential gases at 6%, residential and commercial activities at 10%, agriculture at 7%, and recycling and waste at 2%.

3.4.2 Effects of Global Climate Change

Changes in the global climate are assessed using historical records of temperature changes that have occurred in the past. Climate change scientists use this temperature data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from past climate changes in rate and magnitude.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fifth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100 could range from 1.1 degree Celsius (°C) to 6.4 °C (8 to 10.4 °Fahrenheit) (IPCC, 2013). Global average temperatures and sea levels are expected to rise under all scenarios (IPCC, 2014). The IPCC concluded that global climate change was largely the result of human activity, mainly the burning of fossil fuels. However, the scientific literature is not consistent regarding many of the aspects of climate change, the actual temperature changes during the 20th century, and contributions from human versus non-human activities.

Effects from global climate change may arise from temperature increases, climate sensitive diseases, extreme weather events, and degradation of air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems. Heat-related problems include heat rash and heat stroke, drought, etc. In addition, climate-sensitive diseases may increase, such as those spread by mosquitoes and other disease-carrying insects. Such diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution.

According to the 2006 California Climate Action Team (CAT) Report, several climate change effects can be expected in California over the course of the next century (CalEPA, 2006). These are based on trends established by the IPCC and are summarized below.

- A diminishing Sierra snowpack declining by 70% to 90%, threatening the state's water supply.
- A rise in sea levels, resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Sea level rises of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. (Note: This condition would not affect the Proposed Project area, as it is a significant distance away from coastal areas.)
- An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.

- Increased risk of large wildfires if rain increases as temperatures rise. Wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30% toward the end of the 21st century because more winter rain will stimulate the growth of more plant fuel available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90% more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- Increasing temperatures from 8 to 10.4 °F under the higher emission scenarios, leading to a 25% to 35% increase in the number of days that ozone pollution levels are exceeded in most urban areas (see below).
- Increased vulnerability of forests due to forest fires, pest infestation, and increased temperatures.
- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85% more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today’s conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- A decrease in the health and productivity of California’s forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.
- Increased electricity demand, particularly in the hot summer months.
- Increased ground-level ozone formation due to higher reaction rates of ozone precursors.

3.4.3 Global Climate Change Regulatory Issues

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United Nations Framework Convention on Climate Change established an agreement with the goal of controlling GHG emissions, including methane. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs. Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete O_3 in the stratosphere (chlorofluorocarbons [CFCs], halons, carbon tetrachloride, and methyl chloroform) were phased out by 2000 (methyl chloroform was phased out by 2005).

On September 27, 2006, Assembly Bill 32 (AB32), the California Global Warming Solutions Act of 2006 (the Act) was enacted by the State of California. The legislature stated, “Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” The Act caps California’s GHG emissions at 1990 levels by 2020. The Act defines GHG emissions as all of the following gases: carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. This agreement represents the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that includes penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB32 lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the state that serve California residents and businesses.

AB32 charges CARB with responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. CARB has adopted a list of discrete early action measures that can be implemented to reduce GHG emissions. CARB has defined the 1990 baseline emissions for California and has adopted that baseline as the 2020 statewide emissions cap. CARB is conducting rulemaking for reducing GHG emissions to achieve the emissions cap by 2020. In designing emission reduction measures, CARB must aim to minimize costs, maximize benefits, improve and modernize California’s energy infrastructure, maintain electric system reliability, maximize additional environmental and economic co-benefits for California, and complement the state's efforts to improve air quality.

Subsequent legislation by the California legislature has included Senate Bill (SB) 32, which expanded upon AB32 to reduce GHG emissions to 40% below the 1990 levels by 2030; AB197 which increased the legislative oversight of the CARB by adding two legislatively appointed non-voting members to the CARB Board and provided additional protection to disadvantaged communities; SB350, which increased California's renewable energy electricity procurement goal and SB100, which established a landmark policy requiring renewable energy and zero-carbon resources to supply 100 percent of electrical retail sales to end use customers and 100 percent of electricity procured to serve state agencies by 2045.

Global warming and climate change have received substantial public attention for more than 20 years. For example, the United States Global Change Research Program was established by the Global Change Research Act of 1990 to enhance the understanding of natural and human-induced changes in the Earth's global environmental system, to monitor, understand, and predict global change, and to provide a sound scientific basis for national and international decision-making. Even so, the analytical tools have not been developed to determine the effect on worldwide global warming from a particular increase in GHG emissions, or the resulting effects on climate change in a particular locale. The scientific tools needed to evaluate the impacts that a specific project may have on the environment are even farther in the future.

The California Supreme Court's most recent CEQA decision on the Newhall Ranch development case, Center for Biological v. California Department of Fish and Wildlife (November 30, 2015, Case No. 217763), determined that the project's Environmental Impact Report (EIR) did not substantiate the conclusion that the GHG cumulative impacts would be less than significant. The EIR determined that the Newhall Ranch development project would reduce GHG emissions by 31 percent from business as usual (BAU). This reduction was compared to the California's target of reducing GHG emissions statewide by 29 percent from business as usual. The Court determined that "the EIR's deficiency stems from taking a quantitative comparison method developed by the Scoping Plan as a measure of the greenhouse gas reduction effort required by the state as a whole, and attempting to use that method, without adjustments, for a purpose very different from its original design." In the Court's final ruling it offered suggestions that were deemed appropriate use of the BAU methodology:

1. Lead agencies can use the comparison to BAU methodology if they determine what reduction a particular project must achieve in order to comply with statewide goals,
2. Project design features that comply with regulations to reduce emissions may demonstrate that those components of emissions are less that significant, and
3. Lead agencies could also demonstrate compliance with locally adopted climate plans or could apply specific numerical thresholds developed by some local agencies.

The City of Bakersfield, the Lead CEQA agency for this Project, has not developed specific thresholds for GHGs. As discussed in **Section 4.1**, the SJVAPCD, a CEQA Trustee Agency for this Project, has developed thresholds to determine significance of a proposed project – either implement Best Performance Standards or achieve a 29% reduction from BAU (a specific numerical threshold). However, the SJVAPCD has established their BAU and baseline emissions based on the years 2002-2004 and 2020, respectively. The 2020 projected baseline has passed, and at this time, no new guidance has been approved for determining BAU and projected baseline for the next target year. Therefore, the 29% reduction from BAU cannot be applied to the subject Project in order to determine significance. Additionally, a Best Performance Standards threshold has not been established. For this Project, compliance with locally adopted climate plans will be used to determine level of significance for GHG. Therefore, the GHG analysis for this Project follows the suggestions from the Court's ruling on the Newhall Ranch development project in order to determine significance using the project design features.

4. IMPACT ASSESSMENT

4.1 Significance Criteria

To determine whether a proposed Project could create a potential CEQA impact, local, State, and Federal agencies have developed various means by which a project's impacts may be measured and evaluated. Such means can generally be categorized as follows:

- Thresholds of significance adopted by air quality agencies to guide lead agencies in their evaluation of air quality impacts under the CEQA.
- Regulations established by air districts, CARB and EPA for the evaluation of stationary sources when applying for Authorities to Construct, Permits to Operate and other permit program requirements (e.g., New Source Review).
- Thresholds utilized to determine if a project would cause or contribute significantly to violations of the ambient air quality standards or other concentration-based limits.
- Regulations applied in areas where severe air quality problems exist.

Summary tables of these emission-based and concentration-based thresholds of significance for each pollutant are provided below along with a discussion of their applicability.

4.1.1 Thresholds Adopted for the Evaluation of Air Quality Impacts under CEQA

In order to maintain consistency with CEQA, the SJVAPCD (2015) adopted guidelines to assist applicants in complying with the various requirements. According to the SJVAPCD's GAMAQI, a project would have potentially significant air quality impacts when the project:

- Creates a conflict with or obstructs implementation of the applicable air quality plan;
- Causes a violation of any air quality standard or generates substantial contribution towards exceeding an existing or projected air quality standard;
- Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated non-attainment under a NAAQS and CAAQS (including emissions which exceed quantitative thresholds for O_3 precursors);
- Exposes sensitive receptors to substantial pollutant concentrations; or
- Creates objectionable odors that affect a substantial number of people.

The SJVAPCD GAMAQI thresholds are designed to implement the general criteria for air quality emissions as required in the CEQA Guidelines, Appendix G, Paragraph III (Title 14 of the California Code of Regulations §15064.7) and CEQA (California Public Resources Code Sections 21000 et. al). SJVAPCD's specific CEQA air quality thresholds are presented in **Table 4-1**.

Table 4-1. SJVAPCD CEQA Thresholds of Significance

Criteria Pollutant	Significance Level	
	Construction	Operational
CO	100 tons/yr	100 tons/yr
NOx	10 tons/yr	10 tons/yr
ROG	10 tons/yr	10 tons/yr
SOx	27 tons/yr	27 tons/yr
PM_{10}	15 tons/yr	15 tons/yr
$PM_{2.5}$	15 tons/yr	15 tons/yr
Source: SJVAPCD 2015		

4.1.2 Thresholds for Ambient Air Quality Impacts

CEQA Guidelines – Appendix G (Environmental Checklist) states that a project that would "violate any air quality standard or contribute substantially to an existing or projected air quality violation" would be considered to create significant impacts on air quality. Therefore, an AQIA should determine whether the emissions from a project would cause or contribute significantly to violations of the NAAQS or CAAQS (presented above in **Table 3-1**) when added to existing ambient concentrations.

The EPA has established the Federal Prevention of Significant Deterioration (PSD) program to determine what comprises "significant impact levels" (SIL) to NAAQS attainment areas. A project's impacts are considered less than significant if emissions are below PSD SIL for a particular pollutant. When a SIL is exceeded, an additional "increment analysis" is required. As the Project would not include modification to the stationary source under NSR, it would not be subject to either PSD or NSR review. The PSD SIL thresholds are used with ambient air quality modeling for a CEQA project to address whether the Project would "violate any air quality standard or contribute substantially to an existing or projected air quality violation." Ambient air quality emissions estimates below the PSD SIL thresholds would result in less than significant ambient air quality impacts for both a project and cumulative CEQA impact analysis. The SJVAB is classified as non-attainment for the O_3 NAAQS and, as such, is subject to "non-attainment new source review" (NSR). PSD SILs and increments are more stringent than the CAAQS or NAAQS and represent the most stringent thresholds of significance.

4.1.3 Thresholds for Hazardous Air Pollutants

The SJVAPCD's GAMAQI states, "From a health risk perspective there are basically two types of land use projects that have the potential to cause long-term public health risk impacts:

- Type A Projects: Land use projects that will place new toxic sources in the vicinity of existing receptors, and
- Type B Projects: Land use projects that will place new receptors in the vicinity of existing toxics sources" (SJVAPCD 2015).

Table 4-2 presents the thresholds of significance used with toxic air contaminants when evaluating hazardous air pollutants (HAPs).

Table 4-2. Measures of Significance - Toxic Air Contaminants

Agency	Level	Description
Significance Thresholds Adopted for the Evaluation of Impacts Under CEQA		
SJVAPCD	Carcinogens	Maximally Exposed Individual risk **equals or exceeds** 20 in one million.
	Non-Carcinogens	**Acute**: Hazard Index **equals or exceeds** 1 for the Maximally Exposed Individual.
		Chronic: Hazard Index **equals or exceeds** 1 for the Maximally Exposed Individual.
Source: SJVAPCD 2015		

4.1.4 Cumulative Impacts Threshold of Significance

Attachment A of Kern County's Guidelines for Preparing an Air Quality Assessment for Use in Environmental Impact Reports states "the following threshold are defined for purposes of determining cumulative effects as the baseline for "considerable". "Projects in the San Joaquin Valley Air Pollution Control District…will be subject to the following significance thresholds". The thresholds outlined in the guidelines mirror the individual project significance thresholds of 15 tons per year for PM_{10} and 10 tons per year for NO_X and ROG. Therefore, owing to the inherently cumulative nature of air quality impacts, the threshold for whether a project would make a cumulatively considerable contribution to a significant cumulative impact is simply whether the project would exceed project-level thresholds.

4.1.5 Global Climate Change Thresholds of Significance

On December 17, 2009, SJVAPCD adopted Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009); which outlined the SJVAPCD's methodology for assessing a project's significance for GHGs under CEQA. The following criteria was outlined in the document to determine whether a project could have a significant impact:

- Projects determined to be exempt from the requirements of CEQA would be determined to have a less than significant individual and cumulative impact for GHG emissions and would not require further environmental review, including analysis of project specific GHG emissions. Projects exempt under CEQA would be evaluated consistent with established rules and regulations governing project approval and would not be required to implement BPS.
- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS.
- Projects implementing Best Performance Standards would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.
- Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.
- Notwithstanding any of the above provisions, projects requiring preparation of an Environmental Impact Report for any other reason would require quantification of project specific GHG emissions. Projects implementing BPS or achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.

4.2 Project Related Emissions

This document was prepared pursuant to the SJVAPCD's GAMAQI. The GAMAQI identifies separate thresholds for a project's short-term (construction) and long-term (operational) emissions.

Project emissions were estimated for the following project development stages:

- <u>Short-term (Construction and Demolition)</u> – Construction emissions of the proposed Project were estimated in CalEEMod using the default construction schedule for site preparation, grading, paving, and architectural coatings. Additionally, construction equipment defaults were used for the development of the 69-acre parking lot.
- <u>Long-term (Operations)</u> – Long term emissions were also estimated in CalEEMod for operations of the trucking operation.

4.2.1 Short-Term Emissions

The Project applicant did not provide a list of specific construction equipment; the construction emissions were therefore based on the default CalEEMod equipment list accordingly for the proposed Project's land use type and development intensity. Applying model defaults as well as a conservative analysis approach, construction emissions were estimated as if construction started in July of 2023. The Project construction, consisting of site preparation, grading, paving, and architectural coatings, is estimated to last 13 months based on CalEEMod defaults, and Project operations are estimated to begin during year 2024. The dates entered into the CalEEMod program may not represent the actual dates the equipment will operate; however, the total construction time is accurate, and therefore, all estimated emission totals are conservative and reflect a reasonable and legally sufficient estimate of potential impacts.

SJVAPCD's required measures for all projects were also applied:

- ► Water exposed areas 3 times per day; and
- ► Reduce vehicle speed to less than 15 miles per hour.

Table 4-3 presents the Project's short-term emissions based on the anticipated construction period.

Table 4-3. Short-Term Project Emissions

Emissions Source	Pollutant (tons/year)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated						
2023	0.25	2.48	2.21	0.00	0.93	0.47
2024	0.58	0.65	0.75	0.00	0.12	0.06
Maximum Annual Emission	**0.58**	**2.48**	**2.21**	**0.00**	**0.93**	**0.47**
Mitigated						
2023	0.25	2.48	2.21	0.00	0.33	0.20
2024	0.58	0.65	0.75	0.00	0.06	0.04
Maximum Annual Emission	**0.58**	**2.48**	**2.21**	**0.00**	**0.33**	**0.20**
Significance Threshold	10	10	100	27	15	15
Is Threshold Exceeded for a Single Year After Mitigation?	No	No	No	No	No	No
Source: Trinity Consultants 2023						

As calculated with CalEEMod, the estimated short-term construction-related emissions would not exceed SJVAPCD significance threshold levels during any given year and would therefore be *less than significant*.

4.2.2 Long-Term Operations Emissions

Long-term emissions are caused by operational mobile and area sources. Long-term emissions would consist of the following components:

4.2.2.1 Fugitive Dust Emissions

Operation of the Project site at full build-out is not expected to present a substantial source of fugitive dust (PM_{10}) emissions. The main source of PM_{10} emissions would be from vehicular traffic associated with the Project site.

PM_{10}, on its own as well as in combination with other pollutants, creates a health hazard. The SJVAPCD's Regulation VIII establishes required controls to reduce and minimizing fugitive dust emissions. The following SJVAPCD Rules and Regulations apply to the proposed Project (and all projects):

- Rule 4102 - Nuisance
- Regulation VIII – Fugitive PM10 Prohibitions
  - Rule 8011 - General Requirements
  - Rule 8021 - Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities
  - Rule 8041 - Carryout and Trackout
  - Rule 8051 - Open Areas

The Project would comply with applicable SJVAPCD Rules and Regulations, the local zoning codes, and additional emissions reduction measures recommended later in this analysis, in Section 7, Mitigation and Other Recommended Measures.

4.2.2.2 Exhaust Emissions

Project-related transportation activities would generate mobile source ROG, NOx, SOx, CO, PM_{10}, and $PM_{2.5}$ exhaust emissions. Exhaust emissions would vary substantially from day to day but would average out over the course of an operational year. The variables factored into estimating total Project emissions include: level of activity, site characteristics, weather conditions, and number of vehicle trips. As the Project is not expected to generate an adverse change in current activity levels, substantial emissions are not anticipated.

4.2.2.3 Projected Emissions

The proposed Project is expected to have long-term air quality impacts as shown in **Table 4-4**. The output from the CalEEMod run is available in Appendix B.

Table 4-4. Post-Project (Operational) Emissions

Emissions Source	Pollutant (tons/year)					
	ROG	NOX	CO	SOX	PM_{10}	$PM_{2.5}$
Operational Emissions	1.10	6.47	19.89	0.10	7.55	1.99
SJVAPCD Threshold	**10**	**10**	**100**	**27**	**15**	**15**
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No
Source: Trinity Consultants 2023						

As shown in **Table 4-4**, operation-related emissions, as calculated by CalEEMod (See Appendix B), would be less than the SJVAPCD significant threshold levels. Therefore, the proposed Project would have a *less than significant impact* during Project operations.

4.3 Potential Impact on Sensitive Receptors

Sensitive receptors are defined as locations where young children, chronically ill individuals, the elderly or people who are more sensitive than the general population reside, such as schools, hospitals, nursing homes, and daycare centers. The nearest residential sensitive receptor to the proposed Project site is 0.01 miles east of the Project. Additional non-residential sensitive receptors are shown below in **Table 4-5**.

Table 4-5. Sensitive Receptors Located < 2 Miles from Project

Receptor	Type of Facility	Distance from Project in Miles	Direction from Project
New Horizons Home #2	Assisted Living	0.44	S
Dela Cruz	Assisted Living	0.46	W
Leo G. Pauly Elementary	PK - 6, Public	0.46	NW
Fairview Elementary	K - 5, Public	0.51	S
Plantation Elementary School	K - 5, Public	0.55	W
Greenfield State Preschool	PK, Public	0.70	SW
Palla Raffaello Elementary	K - 5, Public	0.73	SW
Children's Play House Daycare	Daycare	0.76	SW
24/7 Residential Care Home	Assisted Living	0.80	SW
Greenfield Middle School	6 - 8, Public	0.88	W
Passion Plus Care Haven	Assisted Living	0.88	N
Del Oro High School	9 - 12, Public	0.92	SE
Betty's Home #2	Assisted Living	1.00	NW
Sails Chandler	Assisted Living	1.29	SW
W.A. Kendrick Elementary	PK - 5, Public	1.33	SW
Valle Verde Elementary School	K - 5, Public	1.36	SW
Casa Loma Elementary School	K - 5, Public	1.40	NW
Planz Elementary	PK – 5, Public	1.47	NW
Comfort Care Home	Assisted Living	1.48	SW
Heritage Assisted Living	Assisted Living	1.50	SW
Home Sweet Home	Assisted Living	1.54	NW
New Horizons Home #4	Assisted Living	1.58	SW
Olliver Middle School	6 - 8, Public	1.64	SW
Wayside Elementary	PK - 6, Public	1.64	N
Greenfield County Preschool	PK, Public	1.70	SW
Berkshire RCFE	Assisted Living	1.76	S

4.4 Potential Impacts to Visibility to Nearby Areas

Visibility impact analyses are intended for stationary sources of emissions which are subject to the Prevention of Significant Deterioration (PSD) requirements in 40 CFR Part 60; they are not usually conducted for area sources. Because the Project's PM_{10} emissions increase is predicted to be less than the PSD threshold levels, an impact at any Class 1 area or military/airspace operation within 100 kilometers of the Project (including San Rafael Wilderness, Domeland Wilderness, Edwards Air Force Base, China Lake Naval Weapons Station, and the entire R-2508 Airspace Complex) is extremely unlikely. Therefore, based on the Project's predicted less-than significant PM_{10} emissions, the Project would be expected to have a less than significant impact to visibility at any Class 1 area or military/airspace operation.

4.5 Potential Impacts from Carbon Monoxide

Ambient CO concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Relatively high concentrations of CO would be expected along heavily traveled roads and near busy intersections. CO concentrations are also influenced by wind speed and atmospheric mixing. CO concentrations may be more uniformly distributed when inversion conditions are prevalent in the valley. Under certain meteorological conditions, CO concentrations along a congested roadway or intersection may reach unhealthful levels for sensitive receptors, e.g. children, the elderly, hospital patients, etc. This localized impact can result in elevated levels of CO, or "hotspots" even though concentrations at the closest air quality monitoring station may be below NAAQS and CAAQS.

The localized Project impacts depend on whether ambient CO levels in the Project vicinity would be above or below NAAQS. If ambient levels are below the standards, a project is considered to have significant impacts if a project's emissions would exceed of one or more of these standards. If ambient levels already exceed a state standard, a project's emissions are considered significant if they would increase one-hour CO concentrations by 10 ppm or more or eight-hour CO concentrations by 0.45 ppm or more. There are two criteria established by the SJVAPCD's GAMAQI by which CO "Hot Spot" modeling is required:

1. A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F; or
2. A traffic study indicates that the project would substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

According to the traffic generation assessment impact study prepared for this Project, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better. Therefore, CO "Hotspot" Modeling was not conducted for this Project and no concentrated excessive CO emissions are expected to be caused once the proposed Project is completed.

4.6 Predicted Health Risk Impacts

GAMAQI recommends that Lead Agencies consider situations wherein a new or modified source of HAPs is proposed for a location near an existing residential area or other sensitive receptor when evaluating potential impacts related to HAPs.

The proposed Project would result in emissions of Hazardous Air Pollutants (HAPs) and would be located near existing residents and workers; therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is required.

To predict the potential health risk to the population attributable to emissions of HAPs from the proposed Project, ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over a 1-year construction timeline and 70-year operational timeline. Similarly, predicted concentrations were used to calculate non-cancer chronic hazard indices (HIs), which are the ratio of expected exposure to acceptable exposure. The basis for evaluating potential health risk is the identification of sources with increased HAPs. HAP emissions from anticipated construction equipment and heavy-heavy duty (HHD) diesel trucks were evaluated.

Health risk is determined using the Hotspots Analysis and Reporting Program (HARP2) software distributed by the CARB; HARP2 requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source (CARB 2015). Assumptions used to calculate the emission rates for the proposed Project are outlined below.

The most recent version of EPA's AMS/EPA Regulatory Model - AERMOD was used to predict the dispersion of emissions from the proposed Project. The analysis employed all of the regulatory default AERMOD model keyword parameters, including elevated terrain options.

For construction health impacts, diesel combustion emissions from diesel on-site construction equipment were modeled as an area source for on-site construction activity on the property. Diesel particulate matter was calculated using CalEEMod for on-site construction equipment. A unit emission rate of 1 grams/second (g/sec) was input to AERMOD for the area source. For operational emissions, diesel combustion emissions from diesel HHD trucks were modeled as volume line sources for a quarter mile of off-site travel in addition to on-site travel following the most impactful route of travel. HHD truck idling is not permitted on-site. DPM was calculated using EMFAC approved emission factors for HHD trucks traveling at 10 miles per hour (representative of on-site speed). EMFAC emission factors are provided by the California Air Resources Board (CARB 2014). A unit emission rate of 1 grams/second (g/sec) was input to AERMOD for each source.

Discrete receptors were placed on residents and businesses within close proximity of the Project site. A total of 4,864 discrete off-site receptors analyzed. Elevated terrain options were employed even though there is not complex terrain in the Project area.

SJVAPCD-provided, AERMET UStar processed meteorological datasets for the Bakersfield monitoring station, calendar years 2013 through 2017 was input to AERMOD (SJVAPCD 2018). This was the most recent available dataset available at the time the modeling was conducted. Rural dispersion parameters were used because the operation and the majority of the land surrounding the facility is considered "rural" under the Auer land use classification method (Auer 1978).

Plot files generated by AERMOD were uploaded to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT) program in the Hotspots Analysis and Reporting Program Version 2 (HARP 2) (CARB 2015). ADMRT post-processing was used to assess the potential for excess cancer risk and chronic and acute non-cancer effects using the most recent health effects data from the California EPA Office of Environmental Health Hazard Assessment (OEHHA). HARP2 site parameters were set for the mandatory minimum pathways (inhalation, soil ingestion, dermal, and mother's milk) and homegrown produce. Risk reports were generated using the derived OEHHA analysis method for carcinogenic risk and non-carcinogenic chronic and acute risk. Site parameters are included in the HARP2 output files. Total cancer risk was predicted for each receptor. A hazard index was computed for chronic non-cancer health effects for each applicable endpoint and each receptor. A hazard index for acute non-cancer health effects was not computed since DPM does not have a risk exposure level for acute risk.

SJVAPCD has set the level of significance for carcinogenic risk at twenty in one million, which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for chronic and acute non-cancer risk is a hazard index of 1.0. All receptors were conservatively modeled as residential receptors with a 1-year exposure for construction emissions and with a 70-year exposure for operational emissions.

The carcinogenic risk and the health hazard index (HI) for chronic non-cancer risk at the point of maximum impact (PMI) do not exceed the significance levels of twenty in one million (20 x 10^{-6}) and 1.0, respectively for the proposed Project. The PMIs, are identified by receptor location and risk, and are provided in **Table 4-6**. The electronic AERMOD and HARP2 output files are provided in **Attachment E**.

Table 4-6. Potential Maximum Impacts Predicted by HARP2

	Value	UTM East	UTM North
Excess Cancer Risk	1.98E-05	318295.4	3909678.9
Chronic Hazard Index	2.22E-02	318295.4	3909678.9

As shown above in **Table 4-6**, the maximum predicted cancer risk for the proposed Project is 1.98E-05. The maximum chronic non-cancer hazard index for the proposed Project is 2.22E-02. Since the PMI remained below the significance threshold for cancer and chronic risk, this Project would not have an adverse effect to any of the surrounding communities.

The potential health risk attributable to the proposed Project is determined to be *less than significant* based on the following conclusions:

1. Potential carcinogenic risk from the proposed Project is below the significance level of twenty in a million at each of the modeled receptors; and
2. The hazard index for the potential chronic non-cancer risk from the proposed Project is below the significance level of 1.0 at each of the modeled receptors.
3. The hazard index for the potential acute non-cancer risk was not calculated since there is no acute risk associated with DPM emission; therefore, the proposed Project is considered below the significance level.

Therefore, potential risk to the population attributable to emissions of HAPs from the proposed Project would be less than significant.

4.7 Potential Impacts from Valley Fever

The proposed project has the potential to generate fugitive dust and suspend Valley Fever spores with the dust that could then reach nearby sensitive receptors. It is possible that onsite workers could be exposed to Valley Fever spores as fugitive dust is generated during construction. In order to mitigate potential risk, the proposed Project would provide training and personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever. Therefore, the exposure to Valley Fever would be minimized. With the implementation of the mitigation measures, dust from the construction of the proposed project would not add significantly to the existing exposure level of people to this fungus, including construction workers, and impacts would be reduced to less-than-significant levels.

4.8 Potential Impacts from Asbestos

Naturally occurring asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading of development projects, and at mining operations.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties associated with the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. However, according to information provided by the Department of Conservation Division of Mines and Geology, the project site is not located in an area where naturally occurring asbestos is likely to be present (CDCDMG, 2000). Therefore, impacts associated with exposure of construction workers and nearby sensitive receptors to asbestos would be less than significant.

4.9 Odor Impacts and Mitigation

The SJVAPCD's GAMAQI states "An analysis of potential odor impacts should be conducted for both of the following two situations:

1. Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and

2. Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources." (SJVAPCD 2015).

The GAMAQI also states, "The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin. These are presented in Table 6 (Screening Levels for Potential Odor Sources), along with a reasonable distance from the source within which, the degree of odors could possibly be significant. [Table 6] can be used as a screening tool to qualitatively assess a project's potential to adversely affect area receptors." (SJVAPCD, 2015). Because the Project is a trucking facility and the anticipated activities for the Project site are not listed in Table 6 of the GAMAQI as a source that would create objectionable odors, the Project is not expected to be a source of objectionable odors.

Based on the provisions of the SJVAPCD's GAMAQI, the proposed Project would not exceed any screening trigger levels to be considered a source of objectionable odors or odorous compounds (SJVAPCD, 2015). Furthermore, there does not appear to be any significant source of objectionable odors in close proximity that may adversely impact the Project site when it is in operation. Additionally, the Project emissions estimates indicate that it would not be expected to adversely impact surrounding receptors. As such, the proposed Project would not be a source of any odorous compounds nor would it likely be impacted by any odorous source.

4.10 Impacts to Ambient Air Quality

An ambient air quality analysis was performed to determine if the proposed Project has the potential to impact ambient air quality through a violation of the ambient air quality standards or a substantial contribution to an existing or projected air quality standard. The basis for the analysis is dispersion modeling and the Project's long-term air quality impacts shown in **Table 4-4**.

The maximum off-site ground level concentration of each pollutant for the 1-hour, 3-hour, 8-hour, 24-hour, and annual periods was predicted using the most recent version of EPA's AMS/EPA Regulatory Model (AERMOD) dispersion software under the BREEZE AERMOD interface. SJVAPCD-approved, AERMET-processed UStar meteorological datasets for calendar years 2013 through 2017 was input to AERMOD (SJVAPCD 2017). This was the most recent available dataset available at the time the modeling runs were conducted. All of the regulatory default AERMOD model keyword parameters were employed. Rural dispersion parameters were used for this project as the majority of the land surrounding the project site is considered "rural" under the Auer land use classification method (Auer 1978).

Emissions were evaluated for each pollutant on a short-term (correlating to pollutant averaging period) and long-term (annual) basis, with the exception of CO that was evaluated only for short-term exposures since there are no long-term significance thresholds for CO.

Most mobile emissions predicted by CalEEMod will occur beyond the project boundary because of vehicle trips. In order to determine the on-site vehicle emissions, an estimated on-site trip distance was determined by calculating the length of the most impactful route of travel. The on-site estimated trip distance for the Project was determined to be 1.30 miles. The on-site estimated vehicle miles traveled (VMT) was then divided by the total VMT used in CalEEMod for the Project, in order to determine the on-site to off-site mobile emissions ratio for the Project, 4.82%. The total mobile emissions calculated by CalEEMod for the project were then reduced to estimate the mobile on-site emissions used for ambient air quality modeling.

Off-site mobile emissions from project-related mobile sources operating within a quarter mile from the project boundary were accounted for in the ambient air quality modeling. In order to determine the off-site vehicle emissions, a 0.25-mile off-site trip distance was used, and the estimated vehicle miles traveled (VMT) was divided by the total VMT used in CalEEMod for the Project, in order to determine the off-site to total mobile emissions ratio for the Project, 0.93%. The total mobile emissions calculated by CalEEMod for the project were then reduced to estimate the mobile off-site emissions used for ambient air quality modeling.

A fence-line coordinate grid of receptor points was constructed. The grid consisted of a 25-meter fence-line spacing and three receptor tiers. The first tier had 25-meter tier spacing extending a distance of 100 meters with initial receptors starting 25 meters from the facility boundary. The second tier had 50-meter tier spacing extending a distance of 150 meters. The third tier had 100-meter tier spacing extending a distance of 250 meters. Elevated terrain options were employed even though there is not complex terrain in the Project area.

For each pollutant and averaging period modeled, a "total" concentration was estimated by adding the maximum measured background air concentration to the maximum predicted Project impacts. The maximum measured background air concentrations used in this analysis were calculated from measured concentrations at the nearest monitoring stations.

The results of the air dispersion modeling, presented in **Table 4-7**, demonstrate that the maximum impacts attributable to the Project, when considered in addition to the existing background concentrations, are below the applicable ambient air quality standard for NOx, SOx, and CO. The electronic AERMOD output files are provided in **Appendix E**.

Table 4-7. Predicted Ambient Air Quality Impacts

Pollutant	Averaging Period	Background ($\mu g/m^3$)	Project ($\mu g/m^3$)	Project + Background ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)	CAAQS ($\mu g/m^3$)
NO_2	1-hour	115.10	11.43	126.53	188.68	338
	Annual	20.37	0.68	21.05	100	56
CO	1-hour	3,262	35.13	3,297.13	40,000	23,000
	8-hour	1,515	15.44	1,529.94	10,000	10,000
SO_2	1-hour	19.98	0.18	20.16	196	655
	3-hour	17.98	0.11	18.09	1,300	---
	24-hour	7.19	0.04	7.23	365	105
	Annual	1.15	0.01	1.16	---	---
PM_{10}	24-hour	437.00	3.05	440.05	150	50
	Annual	237.07	0.79	237.86	---	20
$PM_{2.5}$	24-hour	72.30	0.81	73.11	35	---
	Annual	7.10	0.21	7.31	12	12

Pre-Project concentrations of annual PM_{10} and $PM_{2.5}$ exceed their respective ambient air quality standards. Therefore, these averaging periods for $PM_{2.5}$ and PM_{10} are evaluated in accordance with the Prevention of Significant Deterioration (PSD) procedure in Title 40, Code of Federal Regulations (CFR), Part 52.21. It is EPA's policy to use significant impact levels (SIL) to determine whether a proposed new or modified source will cause or contribute significantly to an AAQS or PSD increment violation. The SJVAPCD has developed SILs for fugitive emissions of PM_{10} and $PM_{2.5}$ (SJVAPCD 2019). If a source's maximum impacts are below the SIL, the source is judged to not cause or contribute significantly to an AAQS or increment violation.

A comparison of the proposed impact from the Project to the District SIL values is provided in **Table 4-8**. Because the Project's modeled annual PM_{10} and $PM_{2.5}$ are below the SJVAPCD's significance levels for 24-hour and annual concentrations, the Project's contribution to potential violations of ambient air quality standards would be *less than significant*.

Table 4-8. Comparison of Maximum Modeled Project Impacts with Significance Thresholds

Pollutant	Averaging Period	Predicted Concentration ($\mu g/m^3$)	SIL ($\mu g/m^3$)
PM_{10}	24-hour	3.05	10.4
	Annual	0.79	2.08
$PM_{2.5}$	24-hour	0.81	2.5
	Annual	0.21	0.63

4.11 Impacts to Greenhouse Gases and Climate Change

In the decade after South Coast AQMD adopted the Interim GHG Significance Threshold, several new laws and executive orders were adopted that require additional reductions in years after 2020. For instance, Senate Bill 32 (Lara, 2016) requires that GHG emissions be 40% less than 1990 levels by 2030. More drastic still, Senate Bill 100 (de Leon, 2018) which was signed by the Governor recently requires 100% zero-carbon electricity by 2045. On the day SB 100 was signed into law, the Governor also signed Executive Order B-55-18 which commits California to total, economy-wide carbon neutrality by 2045. Clearly, the 2008 Guidance may be somewhat inadequate in producing a meaningful comparison by today's standards which propose a grand vision that, if achieved, would fundamentally change how business is conducted and citizens live in the State. Thus, as discussed in the most recent updates to the Scoping Plan, objectives of the Scoping Plan affect entire sectors of the economy and it no longer makes sense to evaluate GHG emissions on a project-level.

For these reasons, Project GHG emissions levels presented in **Table 4-9** are primarily for disclosure purposes because impact analysis for the Project follows the approach certified by South Coast AQMD in the Final Negative Declaration for the Phillips 66 Los Angeles Refinery Carson Plant – Crude Oil Storage Capacity Project on December 12, 2014 (South Coast AQMD, 2014). The approach used by South Coast AQMD to assess GHG impacts from that project recognizes that consumers of electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other Programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each such sector-wide program exists within the framework of AB 32 and its descendant laws the purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan.

In summary, the Project would generate GHGs from electricity use and combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply-chain. As such, each citizen of California (including the operator of the Project) will have no choice but to purchase electricity and fuels produced in a way that is acceptable to the California market. Thus, Project GHG emissions will be consistent with the relevant plan (i.e., AB 32 Scoping Plan). The Project would meet its fair share of the cost to mitigate the cumulative impact of global climate change because the proposed Project will be purchasing energy from the California market. Thus, the Project would have a less than significant impact on applicable GHG reduction plans.

Nonetheless, GHG emissions impacts from implementing the Project were calculated at the Project-specific level for construction and operations as explained in the previous paragraphs. Impact analysis for the Project follows the approach certified by South Coast AQMD in the Final Negative Declaration for the Phillips 66 Los Angeles Refinery Carson Plant – Crude Oil Storage Capacity Project on December 12, 2014 (South Coast AQMD, 2014). In summary, this approach takes into account the cumulative nature of the energy industry and recognizes that consumers of electricity and diesel fuel are in effect regulated by higher level emissions restrictions on the producers of these energy sources. Therefore, the Project's contribution to cumulative global climate change impacts would not be cumulatively considerable.

Table 4-9. Estimated Annual GHG Emissions (MT/Year)

Source	CO_2	CH_4	N_2O	CO_2e
Construction Emissions				
2023 Construction Emissions	379.99	0.02	0.00	381.45
2024 Construction Emissions	120.07	0.00	0.00	120.58
Mitigated Operational Emissions				
Mobile Emissions	9,374.55	0.14	0.74	9,613.35
Area Emissions	0.00	0.00	0.00	0.00
Energy Emissions	243.61	0.04	0.00	246.02
Water Emissions	0.00	0.00	0.00	0.00
Waste Emissions	0.00	0.00	0.00	0.00
Total Project Operational Emissions	*9,618.16*	*0.18*	*0.75*	*9,859.37*
Annualized Construction Emissions[1]	16.67	0.00	0.00	16.73
Project Emissions	**9,634.83**	**0.18**	**0.75**	**9,876.10**
*Note: 0.000 could represent <0.000 Per South Coast AQMD's Methodology				

The Project will not result in the emissions of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), or sulfur hexafluoride (SF_6), the other gases identified as GHG in AB32. The proposed Project will be subject to any regulations developed under AB32 as determined by CARB.

4.11.1 Feasible and Reasonable Mitigation Relative to Global Warming

CEQA requires that all feasible and reasonable mitigation be applied to the project to reduce the impacts from construction and operations on air quality. The SJVAPCD's "Non-Residential On-Site Mitigation Checklist" was utilized in preparing the mitigation measures and evaluating the projects features. These measures include using controls that limit the exhaust from construction equipment and using alternatives to diesel when possible. Additional reductions would be achieved through the regulatory process of the air district and CARB as required changes to diesel engines are implemented which would affect the product delivery trucks and limits on idling.

While it is not possible to determine whether the Project individually would have a significant impact on global warming or climate change, the Project would potentially contribute to cumulative GHG emissions in California as well as related health effects. The Project emissions would only be a very small fraction of the statewide GHG emissions. However, without the necessary science and analytical tools, it is not possible to assess, with certainty, whether the Project's contribution would be cumulatively considerable, within the meaning of CEQA Guidelines Sections 15065(a)(3) and 15130. CEQA, however, does note that the more severe environmental problems the lower the thresholds for treating a project's contribution to cumulative impacts as significant. Given the position of the legislature in AB32 which states that global warming poses serious detrimental effects, and the requirements of CEQA for the lead agency to determine that a project not have a cumulatively considerable contribution, the effect of the Project's CO_2 contribution may be considered cumulatively considerable. This determination is "speculative," given the lack of clear scientific evidence or other criteria for determining the significance of the Project's contribution of GHG to the air quality in the SJVAB.

The strategies currently being implemented by CARB may help in reducing the Project's GHG emissions and are summarized in the table below.

Table 4-10. Select CARB GHG Emission Reduction Strategies

Strategy	Description of Strategy

Vehicle Climate Change Standards	AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by CARB in Sept. 2004.
Diesel Anti-Idling	In July 2004, CARB adopted a measure to limit diesel-fueled retail motor vehicle idling.
Other Light-Duty Vehicle Technology	New standards would be adopted to phase in beginning in the 2017 model year.
Alternative Fuels: Biodiesel Blends	CARB would develop regulations to require the use of 1% to 4% Biodiesel displacement of California diesel fuel.
Alternative Fuels: Ethanol	Increased use of ethanol fuel.
Heavy-Duty Vehicle Emission Reduction Measures	Increased efficiency in the design of heavy-duty vehicles and an educational program for the heavy-duty vehicle sector.

Not all of these measures are currently appropriate or applicable to the proposed Project. While future legislation could further reduce the Project's GHG footprint, the analysis of this is speculative and in accordance with CEQA Guidelines Section 15145, will not be further evaluated in this AQIA.

CEQA Guidelines Section 15130 notes that sometimes the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis. Global climate change is this type of issue. The causes and effects may not be just regional or statewide, they may also be worldwide. Given the uncertainties in identifying, let alone quantifying the impact of any single project on global warming and climate change, and the efforts made to reduce emissions of GHGs from the Project through design, in accordance with CEQA Section 15130, any further feasible emissions reductions would be accomplished through CARB regulations adopted pursuant to AB32. The Project will comply with all local and statewide air quality and climate plans; therefore, the Project's contribution to cumulative global climate change impacts would *not be cumulatively considerable*.

5. CUMULATIVE IMPACTS

By its very nature, air pollution has a cumulative impact. The District's nonattainment status is a result of past and present development within the SJVAB. Furthermore, attainment of ambient air quality standards can be jeopardized by increasing emissions-generating activities in the region. No single project would be sufficient in size, by itself, to result in nonattainment of the regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development within the San Joaquin Valley Air Basin. When assessing whether there is a new significant cumulative effect, the Lead Agency shall consider whether the incremental effects of the project are cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects [CCR §15064(h)(1)]. Per CEQA Guidelines §15064(h)(3) a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program, including, but not limited to an air quality attainment or maintenance plan that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. (SJVAPCD 2015)

Attachment A of Kern County's *Guidelines for Preparing an Air Quality Assessment for Use in Environmental Impact Reports* states "The following threshold are defined for purposes of determining cumulative effects as the baseline for "considerable". Projects in the San Joaquin Valley Air Pollution Control District…will be subject to the following significance thresholds". The thresholds outlined in the guidelines mirror the individual project significance thresholds of 15 tons per year for PM_{10} and 10 tons per year for NO_X and ROG. Therefore, owing to the inherently cumulative nature of air quality impacts, the threshold for whether a project would make a cumulatively considerable contribution to a significant cumulative impact is simply whether the project would exceed project-level thresholds. Based on the analysis conducted for this Project, it is individually *less than significant*. This AQIA, however, also considered impacts of the proposed Project in conjunction with the impacts of other projects previously proposed in the area. The following cumulative impacts were considered:

- Cumulative O_3 Impacts (ROG and NOx) from numerous sources within the region including transport from outside the region. O_3 is formed through chemical reactions of ROG and NOx in the presence of sunlight.
- Cumulative CO Impacts produced primarily by vehicular emissions.
- Cumulative PM_{10} Impacts from within the region and locally from the various projects. Such projects may cumulatively produce a significant amount of PM10 if several projects conduct grading or earthmoving activities at the same time; and
- Hazardous Air Pollutant (HAP) Impacts on sensitive receptors.

5.1 Cumulative Regional Air Quality Impacts

The most recent, certified SJVAB Emission Inventory data available from the SJVAPCD is based on data gathered for the 2020 annual inventory[1]. This data will be used to assist the SJVAPCD in demonstrating attainment of Federal 1-hour O_3 Standards (SJVAPCD 2007). **Table 5-1** provides a comparative look at the impacts proposed by the proposed Project to the SJVAB Emissions Inventory.

[1] SJVAPCD Emissions for Aggregated Stationary, Area-Wide, Mobile, and Natural Sources

Table 5-1. Comparative Analysis Based on SJV Air Basin 2020 Inventory - Tons per Year

	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Kern County - 2020	21,535.0	15,877.5	27,338.5	511.0	13,651.0	3,723.0
SJVAB - 2020	108,113.0	74,204.5	162,425.0	2,847.0	96,652.0	21,535.0
Proposed Project	1.10	6.47	19.89	0.10	7.55	1.99
Proposed Project's % of Kern	0.005%	0.041%	0.073%	0.020%	0.055%	0.054%
Proposed Project's % of SJVAB	0.001%	0.009%	0.012%	0.004%	0.008%	0.009%
Note: This is the latest inventory available as of June 2023 Source: CARB 2023b						

As shown in **Table 5-1** the proposed Project does not pose a substantial increase to basin emissions, as such basin emissions would be essentially the same if the Project is approved.

Table 5-1, **5-2**, and **5-3** provide CARB Emissions Inventory projections for the year 2025 for both the SJVAB and the Kern County portion of the air basin. Looking at the SJVAB Emissions predicted by the CARB year 2025 emissions inventory, the Kern County portion of the air basin is a moderate source of the emissions. The proposed Project produces a small portion of the total emissions in both Kern County and the entire SJVAB.

Table 5-2. Emission Inventory SJVAB 2025 Projection - Tons per Year

	ROG	NOx	CO	SOx	PM10	PM2.5
Total Emissions	107,346.5	52,450.5	145,963.5	2,920.0	95,922.0	21,279.5
Percent Stationary Sources	32.78%	19.28%	6.93%	85.00%	5.97%	15.44%
Percent Area-Wide Sources	52.70%	5.15%	13.30%	3.75%	89.38%	71.87%
Percent Mobile Sources	14.52%	75.57%	79.77%	11.25%	4.68%	12.86%
Total Stationary Source Emissions	35,186.0	10,110.5	10,110.5	2,482.0	5,730.5	3,285.0
Total Area-Wide Source Emissions	56,575.0	2,701.0	19,418.0	109.5	85,738.5	15,293.5
Total Mobile Source Emissions	15,585.5	39,639.0	116,435.0	328.5	4,489.5	2,737.5
Source: CARB 2023b Note: Total may not add due to rounding						

Table 5-3. Emission Inventory SJVAB - Kern County Portion 2025 Projection - Tons per Year

	ROG	NOx	CO	SOx	PM10	PM2.5
Total Emissions	21,352.5	10,804.0	24,674.0	474.5	13,651.0	3,686.5
Percent Stationary Sources	53.50%	25.68%	15.83%	84.62%	11.76%	31.68%
Percent Area-Wide Sources	34.70%	4.05%	7.69%	0.00%	82.62%	56.44%
Percent Mobile Sources	11.97%	70.27%	76.33%	15.38%	5.61%	10.89%
Total Stationary Source Emissions	11,424.5	2,774.0	3,905.5	401.5	1,606.0	1,168.0
Total Area-Wide Source Emissions	7,409.5	438.0	1,898.0	0.0	11,278.5	2,080.5
Total Mobile Source Emissions	2,555.0	7,592.0	18,834.0	73.0	766.5	401.5
Source: CARB 2023b Note: Total may not add due to rounding						

Table 5-4. 2025 Emissions Projections - Proposed Project, Kern County, and SJVAB

	ROG	NOx	PM_{10}
Proposed Project	1.10	6.47	7.55
Kern County	21,353	10,804	13,651
SJVAB	107,347	52,451	95,922
Proposed Project Percent of Kern County	0.005%	0.060%	0.055%
Proposed Project Percent of SJVAB	0.001%	0.012%	0.008%
Kern County Percent of SJVAB	19.89%	20.60%	14.23%
Source: CARB 2023b			

As shown above, the proposed Project would pose an inconsequential impact on regional O_3 and PM_{10} formation. The regional contribution to these cumulative impacts would be negligible and additionally, the Project would not exceed cumulatively considerable thresholds since the Project would be less than thresholds outlined in Kern County's *Guidelines for Preparing an Air Quality Assessment for Use in Environmental Impact Reports*. Therefore, this Project would not be considered cumulatively considerable in its contribution to regional O_3 and PM_{10} impacts.

5.2 Cumulative Local Air Quality Impacts

Tentative development projects within a one-mile radius of the proposed Project area were identified; however, the details provided for these projects do not provide enough information to accurately estimate their potential emissions. The cumulative projects are typically listed only as geographical reference to demonstrate the construction activity within a one-mile radius of the proposed Project. The number and sizes of these projects are of no particular significance since the cumulative considerable thresholds established by the City of Bakersfield are based on Project specific thresholds which are inherently cumulative in nature.

As details regarding the various cumulative projects were not readily available, emissions estimates were not calculated. As these projects are either currently under construction or, at a minimum, approved by the planning department for consistency with applicable regulation, for the purposes of this analysis, it is assumed that they are in conformance with the regional AQAP.

The cumulative projects are already approved or pending approval, it is assumed that these projects are in conformance with the regional AQAP. Additionally, the proposed Project would generate less-than-significant impacts to criteria air pollutants, the Project's incremental contribution to cumulative air quality impacts would not be cumulatively considerable. (CEQA Guidelines Section 15064(h)(3); (SJVAPCD 2015).

5.3 Cumulative Hazardous Air Pollutants

The GAMAQI also states that when evaluating potential impacts related to HAPs, "*impacts of local pollutants (CO, HAPs) are cumulatively significant when modeling shows that the combined emissions from the project and other existing and planned projects will exceed air quality standards*." Because the Project would not be a significant source of HAPS, the proposed Project would also *not be expected to pose a significant cumulative CO or HAPs impact*.

5.4 Cumulative Carbon Monoxide (CO) – Mobile Sources

The SJVAPCD's GAMAQI has identified CO impacts from impacted traffic intersections and roadway segments as being potentially cumulatively considerable. Traffic increases and added congestion caused by a project can combine to cause a violation of the SJVAPCD's CO standard also known as a "Hotspot". There are two criteria established by the GAMAQI by which CO "Hot Spot" modeling is required:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

According to the traffic generation assessment impact study prepared for this Project, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better. Therefore, CO “Hotspot” Modeling was not conducted for this Project and no concentrated excessive CO emissions are expected to be caused once the proposed Project is completed.

6. CONSISTENCY WITH THE AIR QUALITY ATTAINMENT PLAN

Air quality impacts from proposed projects within the City of Bakersfield are controlled through policies and provisions of the SJVAPCD and the Metropolitan Bakersfield General Plan (City of Bakersfield, 2002). In order to demonstrate that a proposed project would not cause further air quality degradation in either the SJVAPCD's plan to improve air quality within the air basin or the federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for O_3 and PM_{10}. The SJVAPCD is required to submit a "Rate of Progress" document to CARB that demonstrates past and planned progress toward reaching attainment for all criteria pollutants. The California Clean Air Act (CCAA) requires air pollution control districts with severe or extreme air quality problems to provide for a 5% reduction in non-attainment emissions per year. The AQAP prepared for the San Joaquin Valley by the SJVAPCD complies with this requirement. CARB reviews, approves, or amends the document and forwards the plan to the EPA for final review and approval within the SIP.

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Source Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, reduces or controls air contaminants, except those specifically exempted by the SJVAPCD, are required to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology (BACT) is required on specific types of stationary equipment and are required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, the SJVAPCD would ensure that all stationary sources within the project area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

6.1 Required Evaluation Guidelines

State CEQA Guidelines and the Federal Clean Air Act (Sections 176 and 316) contain specific references on the need to evaluate consistencies between the proposed project and the applicable AQAP for the project site. To accomplish this, CARB has developed a three-step approach to determine project conformity with the applicable AQAP:

1. *Determination that an AQAP is being implemented in the area where the project is being proposed*. The SJVAPCD has implemented the current, modified AQAP as approved by CARB.
2. *The proposed project must be consistent with the growth assumptions of the applicable AQAP*. The proposed Project land use type was anticipated and is within the current growth assumptions.
3. *The project must contain in its design all reasonably available and feasible air quality control measures*. The proposed project incorporates various policy and rule-required implementation measures that will reduce related emissions.

The CCAA and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions such as reductions in vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion, in order to reduce vehicular emissions, can be implemented as control measures under the CCAA as well. Additional measures may also be implemented through the building process such as providing electrical outlets on exterior walls of structures to encourage use of electrical landscape maintenance equipment or measures such as electrical outlets for electrical systems on diesel trucks to reduce or eliminate idling time.

As the growth represented by the proposed Project will be updated in the Bakersfield and Kern County General Plans and incorporated into the AQAP, conclusions may be drawn from the following criteria:

1. That, by definition, the proposed emissions from the Project are below the SJVAPCD's established emissions impact thresholds;
2. That the primary source of emissions from the Project will be motor vehicles that are licensed through the State of California and whose emissions are already incorporated into CARB's San Joaquin Valley Emissions Inventory.

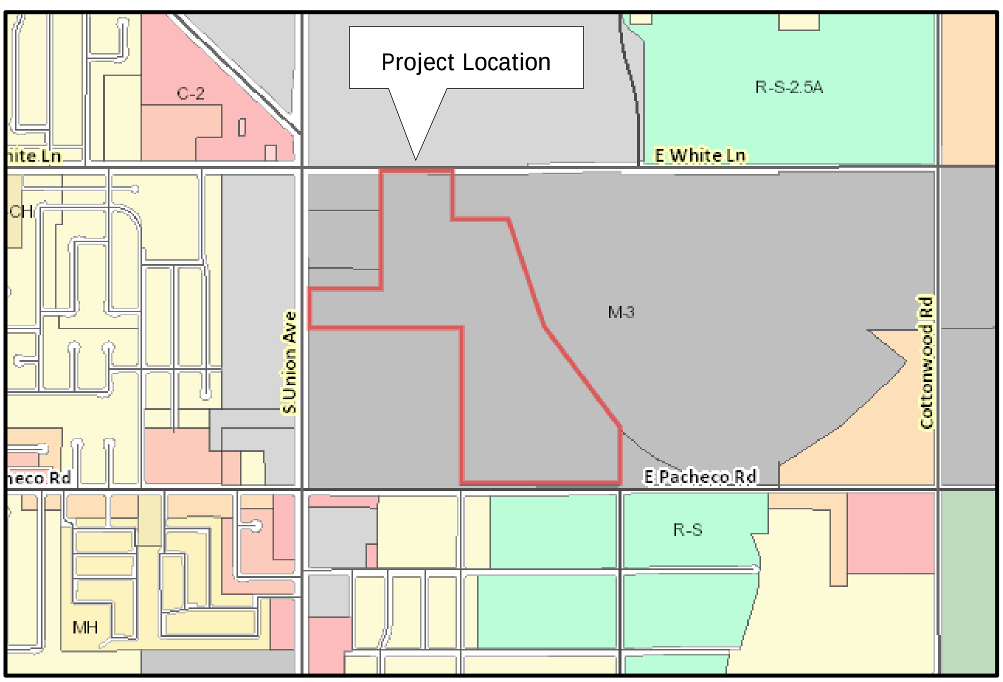
Based on these factors, the Project appears to be *consistent with the AQAP*.

6.2 Consistency with the Kern County Council of Government's Regional Conformity Analysis

The Kern Council of Governments (Kern COG) Regional Conformity Analysis (Kern COG 2018) Determination demonstrates that the regional transportation expenditure plans (Destination 2042 Regional Transportation Plan and Federal Transportation Improvement Program) in the Kern County portion of the San Joaquin Valley air quality attainment areas would not hinder the efforts set out in CARB's SIP for each area's non-attainment pollutants (CO, O_3, and PM_{10}). The analysis uses an adopted regional growth forecast, governed by both the adopted Kern COG Policy and Procedure Manual and a Memorandum of Understanding between the County of Kern and Kern COG (representing itself and outlying municipal member agencies).

The Kern COG Regional Conformity Analysis considers General Plan Amendments (GPA) and zone changes that were enacted at the time of the analysis as projected growth within the area based on land use designations incorporated within the Kern County General Plan. Land use designations that are altered based on subsequent GPAs that were not included in the Regional Conformity Analysis were not incorporated into the Kern COG analysis. Consequently, if a proposed project is not included in the regional growth forecast using the latest planning assumptions, it may not be said to conform to the regional growth forecast. Under the current City of Bakersfield Zoning, the Project site is designated as "M-3: Heavy Industrial" (see **Figure 6-1**).

Figure 6-1. City of Bakersfield Zoning



Item 2 under Section 3 – Model Maintenance Procedure, of the Kern COG Regional Transportation Modeling Policy and Procedure Manual states "*Land Use Data – General Plan land capacity data or "Build -out capacity" is used to distribute the forecasted County totals, and may be updated as new information becomes available, and is revised in regular consultation with local planning departments.*"

Under current policies, only after a General Plan Amendment (GPA) is approved, can housing and employment assumptions be updated to reflect the capacity changes. Since the proposed development does not require a GPA and zone change, the existing growth forecast will not be modified to reflect these changes. In order to determine whether the forecasted growth for the Project area is sufficient to account for the projected increases in employment, an analysis based on Kern COG regional forecast was conducted.

The adopted growth forecast for the project site is distributed to Traffic Analysis Zones (TAZ) (see **Figure 6-2**). In order to evaluate the impacts to the proposed Project area, a one-mile radius analysis was conducted that included TAZs 161, 162, 163, 164, 165,166, 167, 169, 174, 190, 191, 195, 196, 1035, 1045, 1046, 1303, 1304, 1306, 1307, 1308, 1309, and 1310. This places the Project site at the center of the analysis area and provides a conservative evaluation of the TAZ data. Kern COG has predicted an increase in growth in population (8%), an increase in growth in housing (8%) and an increase in employment (21%) between 2017 and 2030. No increase in housing, employment, or population is expected from the Project; therefore, the project would be in conformance with the AQAP.

Figure 6-2. TAZ Analysis Map

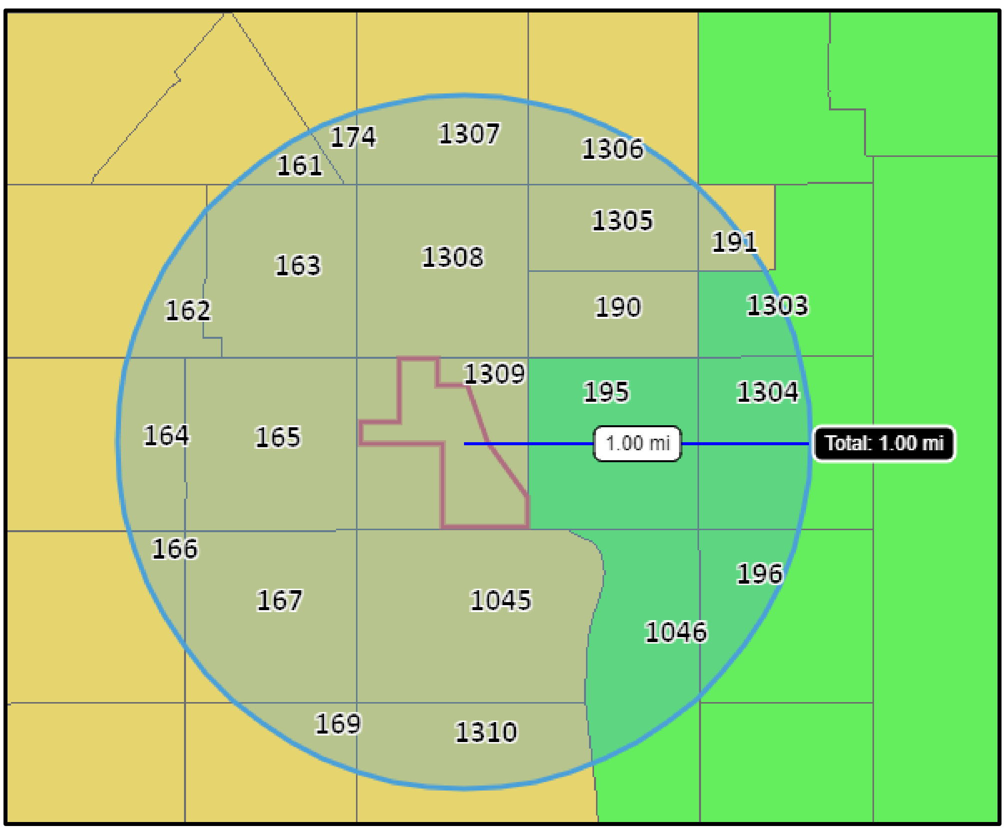


Table 6-1 provides the projected growth rates for the TAZ analysis area.

Table 6-1. TAZ Analysis Area Projected Growth Analysis[2]

Years	2017	2020	2030
Population	20,837	20,927	22,530
Households	5,991	6,085	6,602
Employment	2,835	3,017	3,654

Table 6-2 provides the percent increase/decrease for the analysis area population, households, and employment.

Table 6-2. Percent Increase/Decrease on TAZ Analysis Area

Years	Percent Increase / Decrease		
	Population	Households	Employment
2017*	0	0	0
2020	0%	2%	6%
2030	8%	8%	21%
*Baseline year of 2017 was valued at "0" to measure net percent increase/decrease.			

[2] Kern Council of Governments Regional Conformity Analysis Data, 2018

7. MITIGATION AND OTHER RECOMMENDED MEASURES

As the estimated construction and operational emissions from the proposed Project would be less than significant, no specific mitigation measures would be required. However, to ensure that Project is in compliance with all applicable SJVAPCD rules and regulations and emissions are further reduced, the applicant should implement and comply with a number of measures that are either recommended as a "good operating practice" for environmental stewardship or they are required by regulation. Some of the listed measures are regulatory requirements or construction requirements that would result in further emission reductions through their inclusion in Project construction and long-term design. The following measures either have been applied to the Project through the CalEEMod model and would be incorporated into the Project by design or would be implemented in conjunction with SJVAPCD rules as conditions of approval.

7.1 SJVAPCD Required PM_{10} Reduction Measures

As the Project would be completed in compliance with SJVAPCD Regulation VIII, dust control measures would be taken to ensure compliance specifically during grading and construction phases. The required Regulation VIII measures are as follows:

- ► Water previously exposed surfaces (soil) whenever visible dust is capable of drifting from the site or approaches 20% opacity.
- ► Water all unpaved haul roads a minimum of three-times/day or whenever visible dust from such roads is capable of drifting from the site or approaches 20% opacity.
- ► Reduce speed on unpaved roads to less than 15 miles per hour.
- ► Install and maintain a track out control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles.
- ► Stabilize all disturbed areas, including storage piles, which are not being actively utilized for production purposes using water, chemical stabilizers or by covering with a tarp or other suitable cover.
- ► Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading, or cut and fill operations with application of water or by presoaking.
- ► When transporting materials offsite, maintain a freeboard limit of at least 6 inches and cover or effectively wet to limit visible dust emissions.
- ► Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions and use of blowers is expressly forbidden).
- ► Stabilize the surface of storage piles following the addition or removal of materials using water or chemical stabilizer/suppressants.
- ► Remove visible track-out from the site at the end of each workday.
- ► Cease grading or other activities that cause excessive (greater than 20% opacity) dust formation during periods of high winds (greater than 20 mph over a one-hour period).

7.2 Recommended Measures to Reduce Equipment Exhaust

In addition, the GAMAQI guidance document lists the following measures as approved and recommended for construction activities. These measures are recommended:

- ► Maintain all construction equipment as recommended by manufacturer manuals.
- ► Shut down equipment when not in use for extended periods.
- ► Construction equipment shall operate no longer than eight (8) cumulative hours per day.

- Use electric equipment for construction whenever possible in lieu of diesel or gasoline powered equipment.
- Curtail use of high-emitting construction equipment during periods of high or excessive ambient pollutant concentrations.
- All construction vehicles shall be equipped with proper emissions control equipment and kept in good and proper running order to substantially reduce NOx emissions.
- On-Road and Off-Road diesel equipment shall use diesel particulate filters if permitted under manufacturer's guidelines.
- On-Road and Off-Road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.
- All construction workers shall be encouraged to shuttle (car-pool) to retail establishments or to remain on-site during lunch breaks.
- All construction activities within the project area shall be discontinued during the first stage smog alerts.
- Construction and grading activities shall not be allowed during first stage O_3 alerts. First stage O_3 alerts are declared when the O_3 level exceeds 0.20 ppm (1-hour average).

7.3 Other Measures to Reduce Project Impacts

The following measures are recommended to further reduce the potential for long-term emissions from the Project. These measures are required as a matter of regulatory compliance:

- The Project design shall comply with applicable standards set forth in Title 24 of the Uniform Building Code to minimize total consumption of energy.
- Applicants shall be required to comply with applicable mitigation measures in the AQAP, SJVAPCD Rules, Traffic Control Measures, Regulation VIII and Indirect Source Rules for the SJVAPCD.
- The developer shall comply with the provisions of SJVAPCD Rule 4601 - Architectural Coatings, during the construction of all buildings and facilities. Application of architectural coatings shall be completed in a manner that poses the least emissions impacts whenever such application is deemed proficient.
- The applicant shall comply with the provisions of SJVAPCD Rule 4641 during the construction and pavement of all roads and parking areas within the project area. Specifically, the applicant shall not allow the use of:
  - Rapid cure cutback asphalt;
  - Medium cure cutback asphalt;
  - Slow cure cutback asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.3); or Emulsified asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.4).
  - The developer shall comply with applicable provisions of SJVAPCD Rule 9510 (Indirect Source Review).

8. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project would have short-term air quality impacts due to facility construction activities as well as vehicular emissions. Both of these impacts would be mitigated and *were found to be less than significant before and after mitigation*.

The proposed Project would result in long-term air quality impacts due to operational and related mobile source emissions. These impacts *were found to be less than significant.*

The proposed Project, in conjunction with other past, present and foreseeable future projects, would result in cumulative short-term and long-term impacts to air quality. The proposed Project's incremental contribution to these impacts are below thresholds of significance, and would not be considered cumulatively considerable. Therefore, the Project's contribution to cumulative impacts *were found to be less than significant*.

The proposed Project, in conjunction with other past, present and foreseeable future projects, would result in cumulative long-term impacts to global climate change. The proposed Project's incremental contribution to these impacts will be mitigated to the extent feasible and are considered *less than significant*.

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APPENDIX A. EXISTING AIR QUALITY MONITORING DATA

Top 4 Summary: Highest 4 Daily 24-Hour PM10 Averages

iADAM

at Oildale-3311 Manor Street

	2019		2020		2021	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Oct 30	389.3	Sep 8	517.2	Oct 11	421.4
Second High:	Oct 27	382.7	Nov 6	277.8	Oct 4	164.3
Third High:	Nov 25	339.6	Aug 22	230.4	Oct 25	150.2
Fourth High:	Oct 28	233.7	Sep 14	225.3	Oct 1	137.6
California:						
First High:	Oct 30	392.1	Nov 6	277.3	Oct 11	423.0
Second High:	Oct 27	384.2	Aug 22	221.0	Oct 4	161.1
Third High:	Nov 25	344.1	Sep 15	219.6	Oct 25	149.3
Fourth High:	Oct 28	238.0	Sep 14	219.3	Oct 1	135.2
National:						
Estimated # Days > 24-Hr Std:		8.1		17.4		2.2
Measured # Days > 24-Hr Std:		8		15		2
3-Yr Avg Est # Days > 24-Hr Std:		*		10.0		9.0
Annual Average:		*46.6*		*57.3*		*50.0*
3-Year Average:		*52*		*53*		*51*
California:						
Estimated # Days > 24-Hr Std:		*		*		135.6
Measured # Days > 24-Hr Std:		118		123		129
Annual Average:		*		*		49.4
3-Year Maximum Annual Average:		*		*		49
Year Coverage:		0		0		0

Notes:

Daily PM10 averages and related statistics are available at Oildale-3311 Manor Street between 1988 and 2021. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

The national annual average PM10 standard was revoked in December 2006 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics* .

An exceedance of a standard is not necessarily related to a violation of the standard.

All values listed above represent midnight-to-midnight 24-hour averages and may be related to an exceptional event.

State and national statistics may differ for the following reasons:

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

State statistics for 1998 and later are based on local conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on local conditions). National statistics are based on standard conditions.

State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

3-Year statistics represent the listed year and the 2 years before the listed year.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily 24-Hour PM10 Averages

at Bakersfield-Golden State Highway

iADAM

	2019		2020		2021	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Oct 30	652.2	Oct 6	146.8	Oct 25	175.0
Second High:	Nov 5	116.4	Sep 12	143.1	Oct 1	134.9
Third High:	Nov 11	98.7	Aug 19	127.3	Aug 20	126.5
Fourth High:	Oct 24	90.3	Nov 5	127.2	Sep 25	112.4
California:						
First High:	Oct 30	664.2	Oct 6	144.0	Oct 25	176.3
Second High:	Nov 5	117.4	Sep 12	140.8	Oct 1	133.1
Third High:	Nov 11	99.5	Nov 5	128.4	Aug 20	122.8
Fourth High:	Nov 17	90.2	Oct 30	127.2	Sep 25	110.3
National:						
Estimated # Days > 24-Hr Std:		6.6		0.0		*
Measured # Days > 24-Hr Std:		1		0		1
3-Yr Avg Est # Days > 24-Hr Std:		6.0		4.0		*
Annual Average:		*55.6*		*60.8*		*51.0*
3-Year Average:		*52*		*56*		*56*
California:						
Estimated # Days > 24-Hr Std:		129.7		*		*
Measured # Days > 24-Hr Std:		21		26		25
Annual Average:		55.6		*		*
3-Year Maximum Annual Average:		56		56		56
Year Coverage:		98		94		95

Notes:

Daily PM10 averages and related statistics are available at Bakersfield-Golden State Highway between 1994 and 2021. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

The national annual average PM10 standard was revoked in December 2006 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics* .

An exceedance of a standard is not necessarily related to a violation of the standard.

All values listed above represent midnight-to-midnight 24-hour averages and may be related to an exceptional event.

State and national statistics may differ for the following reasons:

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

State statistics for 1998 and later are based on local conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on local conditions). National statistics are based on standard conditions.

State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

3-Year statistics represent the listed year and the 2 years before the listed year.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum 8-Hour Ozone Averages

at Bakersfield-5558 California Avenue

iADAM

	2019		2020		2021	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National 2015 Std (0.070 ppm):						
First High:	Jul 25	0.088	Aug 21	0.098	Aug 28	0.080
Second High:	Jun 4	0.085	Aug 22	0.094	Jun 17	0.079
Third High:	Jun 5	0.081	Aug 19	0.085	Aug 29	0.079
Fourth High:	Jun 18	0.081	Sep 5	0.083	Jun 18	0.077
California Std (0.070 ppm):						
First High:	Jul 25	0.088	Aug 21	0.098	Aug 28	0.081
Second High:	Jun 4	0.086	Aug 22	0.094	Aug 29	0.080
Third High:	Jun 5	0.082	Aug 19	0.086	Jun 17	0.079
Fourth High:	Jun 18	0.082	Sep 5	0.083	Jun 18	0.077
National 2015 Std (0.070 ppm):						
# Days Above the Standard:		24		25		11
Nat'l Standard Design Value:		0.087		0.085		0.080
National Year Coverage:		99		99		100
California Std (0.070 ppm):						
# Days Above the Standard:		28		25		11
California Designation Value:		0.096		0.094		0.088
Expected Peak Day Concentration:		0.096		0.095		0.090
California Year Coverage:		97		97		99

Notes:

Eight-hour ozone averages and related statistics are available at Bakersfield-5558 California Avenue between 1994 and 2021. Some years in this range may not be represented.

All averages expressed in parts per million.

An exceedance of a standard is not necessarily related to a violation of the standard.

State and national statistics may differ for the following reasons:

National 8-hour averages are truncated to three decimal places; State 8-hour averages are rounded to three decimal places.

State criteria for ensuring that data are sufficiently complete for calculating 8-hour averages are more stringent than the national criteria.

Daily maximum 8-hour averages associated with the National 0.070 ppm standard exclude those 8-hour averages that have first hours between midnight and 6:00 am, Pacific Standard Time.

Daily maximum 8-hour averages associated with the National 0.070 ppm standard include only those 8-hour averages from days that have sufficient data for the day to be considered valid.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum 8-Hour Ozone Averages

at Bakersfield-Municipal Airport

iADAM

	2019		2020		2021	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National 2015 Std (0.070 ppm):						
First High:	Aug 14	0.080	Aug 22	0.101	Jun 17	0.090
Second High:	Jul 25	0.079	Aug 21	0.097	Aug 28	0.088
Third High:	Jun 4	0.078	Sep 5	0.091	Aug 29	0.088
Fourth High:	Aug 7	0.078	Aug 19	0.088	Jun 18	0.085
California Std (0.070 ppm):						
First High:	Jul 25	0.080	Aug 22	0.102	Jun 17	0.090
Second High:	Aug 14	0.080	Aug 21	0.097	Aug 28	0.088
Third High:	Jun 4	0.078	Sep 5	0.092	Aug 29	0.088
Fourth High:	Aug 7	0.078	Aug 19	0.089	Jun 18	0.086
National 2015 Std (0.070 ppm):						
# Days Above the Standard:		19		38		29
Nat'l Standard Design Value:		0.084		0.085		0.083
National Year Coverage:		99		94		98
California Std (0.070 ppm):						
# Days Above the Standard:		24		40		30
California Designation Value:		0.092		0.095		0.092
Expected Peak Day Concentration:		0.094		0.096		0.093
California Year Coverage:		96		91		97

Notes:

Eight-hour ozone averages and related statistics are available at Bakersfield-Municipal Airport between 2012 and 2021. Some years in this range may not be represented.

All averages expressed in parts per million.

An exceedance of a standard is not necessarily related to a violation of the standard.

State and national statistics may differ for the following reasons:

National 8-hour averages are truncated to three decimal places; State 8-hour averages are rounded to three decimal places.

State criteria for ensuring that data are sufficiently complete for calculating 8-hour averages are more stringent than the national criteria.

Daily maximum 8-hour averages associated with the National 0.070 ppm standard exclude those 8-hour averages that have first hours between midnight and 6:00 am, Pacific Standard Time.

Daily maximum 8-hour averages associated with the National 0.070 ppm standard include only those 8-hour averages from days that have sufficient data for the day to be considered valid.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum 8-Hour Ozone Averages

at Edison

	2019		2020		2021	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National 2015 Std (0.070 ppm):						
First High:	Sep 14	0.086	Aug 22	0.110	Jun 17	0.098
Second High:	Aug 14	0.085	Aug 21	0.103	Aug 29	0.096
Third High:	Sep 4	0.085	Aug 19	0.101	Jul 27	0.094
Fourth High:	Aug 7	0.084	Sep 5	0.101	Aug 28	0.094
California Std (0.070 ppm):						
First High:	Sep 14	0.086	Aug 22	0.111	Jun 17	0.099
Second High:	Aug 14	0.085	Aug 21	0.104	Aug 29	0.096
Third High:	Sep 4	0.085	Sep 5	0.102	Jun 18	0.094
Fourth High:	Aug 7	0.084	Aug 19	0.101	Jul 27	0.094
National 2015 Std (0.070 ppm):						
# Days Above the Standard:		54		79		66
Nat'l Standard Design Value:		0.088		0.093		0.093
National Year Coverage:		98		97		100
California Std (0.070 ppm):						
# Days Above the Standard:		58		82		70
California Designation Value:		0.096		0.104		0.104
Expected Peak Day Concentration:		0.097		0.104		0.104
California Year Coverage:		95		95		99

Notes:

Eight-hour ozone averages and related statistics are available at Edison between 1981 and 2021. Some years in this range may not be represented.

All averages expressed in parts per million.

An exceedance of a standard is not necessarily related to a violation of the standard.

State and national statistics may differ for the following reasons:

National 8-hour averages are truncated to three decimal places; State 8-hour averages are rounded to three decimal places.

State criteria for ensuring that data are sufficiently complete for calculating 8-hour averages are more stringent than the national criteria.

Daily maximum 8-hour averages associated with the National 0.070 ppm standard exclude those 8-hour averages that have first hours between midnight and 6:00 am, Pacific Standard Time.

Daily maximum 8-hour averages associated with the National 0.070 ppm standard include only those 8-hour averages from days that have sufficient data for the day to be considered valid.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily 24-Hour PM2.5 Averages

at Bakersfield-410 E Planz Road

iADAM

	2019 Date	2019 24-Hr Average	2020 Date	2020 24-Hr Average	2021 Date	2021 24-Hr Average
National:						
First High:	Jan 27	83.7	Aug 22	158.6	Oct 4	70.5
Second High:	Oct 30	49.3	Sep 15	82.4	Jan 16	55.8
Third High:	Nov 8	46.7	Oct 3	81.4	Jan 19	54.8
Fourth High:	Nov 17	34.5	Aug 19	57.1	Jan 31	52.7
California:						
First High:	Jan 27	83.7	Aug 22	158.6	Oct 4	70.5
Second High:	Oct 30	49.3	Sep 15	82.4	Jan 16	55.8
Third High:	Nov 8	46.7	Oct 3	81.4	Jan 19	54.8
Fourth High:	Nov 17	34.5	Aug 19	57.1	Jan 31	52.7
National:						
'06 Estimated # Days > 24-Hr Std:		10.0		51.3		53.0
'06 Measured # Days > 24-Hr Std:		3		17		17
2006 24-Hr Std Design Value:		59		63		61
2006 24-Hr Std 98th Percentile:		46.7		81.4		54.8
2006 Annual Std Design Value:		16.9		17.6		17.8
2012 Annual Std Design Value:		16.9		17.6		17.8
'06 Annual Average:		13.0		20.3		20.0
California:						
Annual Std Designation Value:		13		13		13
Annual Average:		13.0		*		*
Year Coverage:		92		91		92

Notes:

Daily PM2.5 averages and related statistics are available at Bakersfield-410 E Planz Road between 2000 and 2021. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

An exceedance of a standard is not necessarily related to a violation of the standard.

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily 24-Hour PM10 Averages

at Bakersfield-5558 California Avenue

iADAM

	2019 Date	2019 24-Hr Average	2020 Date	2020 24-Hr Average	2021 Date	2021 24-Hr Average
National:						
First High:	Jan 5	116.3	Nov 5	193.8	Oct 11	437.5
Second High:	Nov 5	94.9	Oct 2	131.1	Oct 4	185.7
Third High:	Nov 11	75.9	Sep 12	118.6	Dec 13	164.7
Fourth High:	Oct 31	74.5	Aug 31	100.8	Aug 20	144.3
California:						
First High:	Jan 5	125.9	Nov 5	196.8	Oct 11	439.3
Second High:	Nov 5	96.5	Oct 2	128.2	Oct 4	183.1
Third High:	Nov 11	77.3	Sep 12	117.1	Dec 13	168.0
Fourth High:	Oct 31	76.4	Sep 18	97.7	Aug 20	140.8
National:						
Estimated # Days > 24-Hr Std:		0.0		*		*
Measured # Days > 24-Hr Std:		0		1		3
3-Yr Avg Est # Days > 24-Hr Std:		0.0		*		*
Annual Average:		*38.8*		*46.0*		*49.0*
3-Year Average:		*41*		*42*		*
California:						
Estimated # Days > 24-Hr Std:		108.1		*		*
Measured # Days > 24-Hr Std:		17		18		124
Annual Average:		39.0		*		*
3-Year Maximum Annual Average:		43		39		*
Year Coverage:		94		89		0

Notes:

Daily PM10 averages and related statistics are available at Bakersfield-5558 California Avenue between 1994 and 2021. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

The national annual average PM10 standard was revoked in December 2006 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics* .

An exceedance of a standard is not necessarily related to a violation of the standard.

All values listed above represent midnight-to-midnight 24-hour averages and may be related to an exceptional event.

State and national statistics may differ for the following reasons:

- State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.
- State statistics for 1998 and later are based on local conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on local conditions). National statistics are based on standard conditions.
- State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

3-Year statistics represent the listed year and the 2 years before the listed year.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily 24-Hour PM2.5 Averages

at Bakersfield-Golden State Highway

	2019		2020		2021	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Jan 27	66.1	Aug 22	150.2	Oct 4	78.5
Second High:	Jan 30	47.4	Sep 15	81.5	Dec 4	63.3
Third High:	Nov 8	44.3	Oct 3	76.9	Nov 19	59.1
Fourth High:	Nov 17	36.7	Aug 19	50.2	Nov 20	59.1
California:						
First High:	Jan 27	66.1	Aug 22	150.2	Oct 4	78.5
Second High:	Jan 30	47.4	Sep 15	81.5	Dec 4	63.3
Third High:	Nov 8	44.3	Oct 3	76.9	Nov 19	59.1
Fourth High:	Nov 17	36.7	Aug 19	50.2	Nov 20	59.1
National:						
'06 Estimated # Days > 24-Hr Std:		12.2		33.9		45.6
'06 Measured # Days > 24-Hr Std:		4		10		43
2006 24-Hr Std Design Value:		59		61		59
2006 24-Hr Std 98th Percentile:		44.3		76.9		54.3
2006 Annual Std Design Value:		15.5		16.6		16.6
2012 Annual Std Design Value:		15.5		16.6		16.6
'06 Annual Average:		12.3		19.4		17.8
California:						
Annual Std Designation Value:		18		18		*
Annual Average:		12.4		*		*
Year Coverage:		99		91		91

Notes:

Daily PM2.5 averages and related statistics are available at Bakersfield-Golden State Highway between 1999 and 2021. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

An exceedance of a standard is not necessarily related to a violation of the standard.

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily 24-Hour PM2.5 Averages

at Bakersfield-5558 California Avenue

	2019		2020		2021	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Jan 27	59.1	Aug 22	150.7	Oct 30	72.3
Second High:	Jan 29	57.6	Jul 4	141.9	Oct 4	69.4
Third High:	Jan 28	53.1	Aug 21	130.2	Oct 29	66.4
Fourth High:	Jan 26	52.3	Aug 20	82.7	Nov 19	59.5
California:						
First High:	Jan 27	59.1	Aug 22	159.7	Oct 30	72.3
Second High:	Jan 29	57.6	Jul 4	143.9	Oct 4	70.5
Third High:	Jan 28	53.1	Aug 21	136.8	Oct 29	66.4
Fourth High:	Jan 26	52.3	Aug 23	88.9	Nov 19	59.5
National:						
'06 Estimated # Days > 24-Hr Std:		12.3		46.4		43.2
'06 Measured # Days > 24-Hr Std:		12		44		40
2006 24-Hr Std Design Value:		61		64		60
2006 24-Hr Std 98th Percentile:		43.4		79.2		56.9
2006 Annual Std Design Value:		15.2		16.4		16.1
2012 Annual Std Design Value:		15.2		16.4		16.1
'06 Annual Average:		11.8		19.7		16.5
California:						
Annual Std Designation Value:		16		20		20
Annual Average:		11.5		19.7		16.6
Year Coverage:		98		97		95

Notes:

Daily PM2.5 averages and related statistics are available at Bakersfield-5558 California Avenue between 1999 and 2021. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

An exceedance of a standard is not necessarily related to a violation of the standard.

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements

at Edison

iADAM

	2019		2020		2021	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Jan 24	34.0	Dec 2	30.6	Jun 16	41.5
Second High:	May 13	33.5	Dec 4	28.8	Jun 29	34.4
Third High:	Dec 20	33.5	Dec 21	28.5	Apr 1	30.2
Fourth High:	May 9	32.8	Nov 12	28.0	Jan 14	29.7
California:						
First High:	Jan 24	34	Dec 2	30	Jun 16	41
Second High:	May 13	33	Nov 12	28	Jun 29	34
Third High:	Dec 20	33	Dec 4	28	Apr 1	30
Fourth High:	May 9	32	Dec 21	28	Jan 14	29
National:						
1-Hour Standard Design Value:		29		29		28
1-Hour Standard 98th Percentile:		30.1		26.5		26.4
# Days Above the Standard:		0		0		0
Annual Standard Design Value:		6		5		5
California:						
1-Hour Std Designation Value:		40		40		30
Expected Peak Day Concentration:		37		37		33
# Days Above the Standard:		0		0		0
Annual Std Designation Value:		5		5		5
Annual Average:		5		5		5
Year Coverage:		98		98		99

Notes:

Hourly nitrogen dioxide measurements and related statistics are available at Edison between 1988 and 2021. Some years in this range may not be represented.

All concentrations expressed in parts per billion.

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements

at Bakersfield-Municipal Airport

	2019		2020		2021	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Nov 10	64.3	Jul 4	65.5	Nov 30	68.1
Second High:	Nov 5	58.6	Nov 4	61.1	Dec 2	67.0
Third High:	Nov 4	57.2	Nov 30	59.3	Nov 29	58.0
Fourth High:	Nov 19	56.9	Oct 22	59.2	Jan 15	55.5
California:						
First High:	Nov 10	64	Jul 4	65	Nov 30	68
Second High:	Nov 5	58	Nov 4	61	Dec 2	67
Third High:	Nov 4	57	Oct 22	59	Nov 29	58
Fourth High:	Nov 6	56	Nov 30	59	Jan 15	55
National:						
1-Hour Standard Design Value:		53		53		53
1-Hour Standard 98th Percentile:		55.7		53.3		49.9
# Days Above the Standard:		0		0		0
Annual Standard Design Value:		12		13		12
California:						
1-Hour Std Designation Value:		60		70		70
Expected Peak Day Concentration:		65		66		66
# Days Above the Standard:		0		0		0
Annual Std Designation Value:		12		12		12
Annual Average:		11		12		12
Year Coverage:		99		96		89

Notes:

Hourly nitrogen dioxide measurements and related statistics are available at Bakersfield-Municipal Airport between 2012 and 2021. Some years in this range may not be represented.

All concentrations expressed in parts per billion.

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum Hourly Ozone Measurements

at Bakersfield-5558 California Avenue

iADAM

	2019		2020		2021	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Jul 25	0.097	Aug 21	0.110	Jun 29	0.090
Second High:	Jun 4	0.095	Aug 19	0.107	Aug 28	0.087
Third High:	Jun 11	0.092	Aug 22	0.107	Jul 27	0.083
Fourth High:	Jun 18	0.092	Aug 24	0.091	Sep 7	0.083
California:						
# Days Above the Standard:		2		3		0
California Designation Value:		0.10		0.10		0.10
Expected Peak Day Concentration:		0.102		0.101		0.095
National:						
# Days Above the Standard:		*0*		*0*		*0*
3-Year Estimated Expected Number of Exceedance Days:		*0.0*		*0.0*		*0.0*
1-Year Estimated Expected Number of Exceedance Days:		*0.0*		*0.0*		*0.0*
Nat'l Standard Design Value:		*0.104*		*0.107*		*0.097*
Year Coverage:		99		99		99

Notes:

Hourly ozone measurements and related statistics are available at Bakersfield-5558 California Avenue between 1994 and 2021. Some years in this range may not be represented.

All concentrations expressed in parts per million.

The national 1-hour ozone standard was revoked in June 2005. Statistics related to the national 1-hour ozone standard are shown in or .

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum Hourly Ozone Measurements

iADAM

at Bakersfield-Municipal Airport

	2019		2020		2021	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Aug 14	0.092	Aug 22	0.118	Sep 7	0.100
Second High:	Aug 6	0.089	Aug 19	0.115	Jun 18	0.096
Third High:	Jul 25	0.088	Aug 21	0.113	Jul 27	0.096
Fourth High:	Jul 23	0.087	Sep 5	0.100	Aug 29	0.096
California:						
# Days Above the Standard:		0		8		6
California Designation Value:		0.10		0.10		0.10
Expected Peak Day Concentration:		0.102		0.103		0.102
National:						
# Days Above the Standard:		*0*		*0*		*0*
3-Year Estimated Expected Number of Exceedance Days:		*0.0*		*0.0*		*0.0*
1-Year Estimated Expected Number of Exceedance Days:		*0.0*		*0.0*		*0.0*
Nat'l Standard Design Value:		*0.105*		*0.111*		*0.100*
Year Coverage:		97		92		97

Notes:

Hourly ozone measurements and related statistics are available at Bakersfield-Municipal Airport between 2012 and 2021. Some years in this range may not be represented.

All concentrations expressed in parts per million.

The national 1-hour ozone standard was revoked in June 2005. Statistics related to the national 1-hour ozone standard are shown in or .

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements

at Bakersfield-5558 California Avenue

iADAM

	2019		2020		2021	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Nov 8	67.1	Nov 30	50.4	Oct 4	57.2
Second High:	Nov 12	63.8	Nov 5	50.3	Dec 1	56.2
Third High:	Nov 13	62.6	Dec 10	49.9	Dec 2	54.8
Fourth High:	Nov 4	60.4	Dec 2	47.8	Nov 30	54.6
California:						
First High:	Nov 8	67	Nov 5	50	Oct 4	57
Second High:	Nov 12	63	Nov 30	50	Dec 1	56
Third High:	Nov 13	62	Dec 10	49	Nov 30	54
Fourth High:	Nov 4	60	Dec 2	47	Dec 2	54
National:						
1-Hour Standard Design Value:		54		50		49
1-Hour Standard 98th Percentile:		53.9		44.9		48.4
# Days Above the Standard:		0		0		0
Annual Standard Design Value:		12		11		11
California:						
1-Hour Std Designation Value:		70		60		60
Expected Peak Day Concentration:		66		61		60
# Days Above the Standard:		0		0		0
Annual Std Designation Value:		12		12		11
Annual Average:		11		11		10
Year Coverage:		99		99		98

Notes:

Hourly nitrogen dioxide measurements and related statistics are available at Bakersfield-5558 California Avenue between 1994 and 2021. Some years in this range may not be represented.

All concentrations expressed in parts per billion.

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Top 4 Summary: Highest 4 Daily Maximum Hourly Ozone Measurements

at Edison

	2019 Date	2019 Measurement	2020 Date	2020 Measurement	2021 Date	2021 Measurement
First High:	Sep 5	0.105	Aug 22	*0.131*	Jul 12	0.116
Second High:	Aug 14	0.104	Aug 19	*0.129*	Aug 29	0.112
Third High:	Sep 4	0.103	Sep 17	0.122	Aug 3	0.111
Fourth High:	Aug 27	0.102	Sep 5	0.118	Jun 17	0.110
California:						
# Days Above the Standard:		13		35		23
California Designation Value:		0.11		0.12		0.12
Expected Peak Day Concentration:		0.111		0.117		0.118
National:						
# Days Above the Standard:		*0*		*2*		*0*
3-Year Estimated Expected Number of Exceedance Days:		*0.0*		*0.7*		*0.7*
1-Year Estimated Expected Number of Exceedance Days:		*0.0*		*2.0*		*0.0*
Nat'l Standard Design Value:		*0.112*		*0.120*		*0.118*
Year Coverage:		100		96		100

Notes:

Hourly ozone measurements and related statistics are available at Edison between 1981 and 2021. Some years in this range may not be represented.

All concentrations expressed in parts per million.

The national 1-hour ozone standard was revoked in June 2005. Statistics related to the national 1-hour ozone standard are shown in or .

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

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Annual Toxics Summary

Bakersfield-5558 California Avenue

Lead

nanograms per cubic meter

iADAM FAQs

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Year	Months Present	Minimum	Median	Mean	90th Percentile	Maximum	Standard Deviation	Number of Observations	Detection Limit	Estimated Risk
2022	------------	0.65	3.6	*	5.4	6.1	1.80	15	1.3	*
2021	------------	0.65	2.8	*	5.8	9.9	2.28	24	1.3	*
2020	------------	1.5	*	*	*	5.7	1.38	9	1.3	*
2019	------------	0.65	3.5	3.70	6.3	8.5	1.91	34	1.3	0.1
2018	------------	0.65	3.6	3.92	7.0	11.7	2.38	37	1.3	0.1
2017	------------	0.65	3.5	*	7.5	12.6	2.60	29	1.3	*
2016	------------	0.65	4.3	*	6.9	19.8	3.57	33	1.3	*
2015	------------	0.65	3.2	3.34	7.6	9.5	2.50	33	1.3	0.1
2014	------------	0.85	3.6	*	8.8	14	3.78	16	1.7	*
2013	------------	0.5	2.9	*	5.3	6.7	1.71	21	1.0	*
2012	------------	1.7	3.4	4.02	8.2	14	2.74	32	1.5	0.1
2011	------------	0.75	4.0	*	9.1	11	2.90	20	1.5	*
2010	------------	0.75	2.5	*	5.7	8.2	2.07	18	1.5	*
2009	------------	1.5	4.5	5.27	11.2	14	3.22	29	1.5	0.2
2008	------------	*	*	*	*	*	*	0	*	*
2007	------------	0.75	7.1	*	11.7	13	3.23	24	1.5	*
2006	------------	*	*	*	*	*	*	0	*	*
2005	------------	*	*	*	*	*	*	0	*	*
2004	------------	*	*	*	*	*	*	0	*	*
2003	------------	4.0	*	*	*	7.0	1.64	5	3.0	*
2002	------------	1.5	7.0	6.78	10	17	3.34	36	3.0	0.2
2001	------------	2	5.0	5.83	9.2	26	4.41	39	4.0	0.2
2000	------------	2	5.0	5.92	14.1	22	4.76	40	4.0	0.2
1999	------------	2	5.0	5.70	11.2	25	4.55	39	4.0	0.2
1998	------------	2	7.0	9.43	14	78	11.8	42	4.0	0.3
1997	------------	2	7.0	7.92	14	20	4.40	34	4.0	0.3
1996	------------	2	7.0	7.69	14.5	35	6.10	36	4.0	0.3
1995	------------	2	8.0	8.68	15.1	21	5.14	30	4.0	0.3
1994	------------	2	10	*	16	39	7.11	25	4.0	*
1993	------------	*	*	*	*	*	*	0	*	*
1992	------------	*	*	*	*	*	*	0	*	*
1991	------------	*	*	*	*	*	*	0	*	*
1990	------------	*	*	*	*	*	*	0	*	*
1989	------------	*	*	*	*	*	*	0	*	*

Graph It!

Toxics Statistics Home

Notes: Values below the Limit of Detection (LoD) assumed to be ½ LoD.
Means and risks shown only for years with data in all 12 months.
"*" means there was insufficient or no data available to determine the value.

Data Descriptions Page

APPENDIX B. PROJECT EMISSION CALCULATIONS

FBT Trucking Facility v4 Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	FBT Trucking Facility v4
Construction Start Date	7/3/2023
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	18.0
Location	35.31429592331864, -118.99842829456381
County	Kern-San Joaquin
City	Bakersfield
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2874
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Parking Lot	1,202	Space	69.0	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.3	39.8	37.0	0.06	1.81	19.9	21.7	1.66	10.2	11.8	—	6,880	6,880	0.28	0.06	1.18	6,907
Mit.	11.3	39.8	37.0	0.06	1.81	5.32	7.13	1.66	2.68	4.34	—	6,880	6,880	0.28	0.06	1.18	6,907
% Reduced	—	—	—	—	—	73%	67%	—	74%	63%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.82	37.4	32.6	0.06	1.59	9.45	11.0	1.47	3.71	5.18	—	6,845	6,845	0.28	0.06	0.03	6,871
Mit.	3.82	37.4	32.6	0.06	1.59	2.64	4.23	1.47	1.01	2.47	—	6,845	6,845	0.28	0.06	0.03	6,871
% Reduced	—	—	—	—	—	72%	62%	—	73%	52%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	3.19	13.6	12.1	0.02	0.59	4.51	5.10	0.54	2.03	2.57	—	2,295	2,295	0.09	0.02	0.17	2,304
Mit.	3.19	13.6	12.1	0.02	0.59	1.23	1.82	0.54	0.54	1.09	—	2,295	2,295	0.09	0.02	0.17	2,304
% Reduced	—	—	—	—	—	73%	64%	—	73%	58%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.58	2.48	2.21	< 0.005	0.11	0.82	0.93	0.10	0.37	0.47	—	380	380	0.02	< 0.005	0.03	381
Mit.	0.58	2.48	2.21	< 0.005	0.11	0.23	0.33	0.10	0.10	0.20	—	380	380	0.02	< 0.005	0.03	381
% Reduced	—	—	—	—	—	73%	64%	—	73%	58%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	100	100	100	100	—	—	100	—	—	100	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	100	100	100	100	—	—	100	—	—	100	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	10.0	10.0	100	27.0	—	—	15.0	—	—	15.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	4.05	39.8	37.0	0.06	1.81	19.9	21.7	1.66	10.2	11.8	—	6,880	6,880	0.28	0.06	1.18	6,907
2024	11.3	7.88	11.3	0.01	0.39	0.18	0.57	0.36	0.04	0.40	—	1,718	1,718	0.07	0.02	0.80	1,727
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	3.82	37.4	32.6	0.06	1.59	9.45	11.0	1.47	3.71	5.18	—	6,845	6,845	0.28	0.06	0.03	6,871
2024	3.60	34.4	31.3	0.06	1.45	9.45	10.9	1.33	3.71	5.04	—	6,840	6,840	0.28	0.06	0.03	6,866
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.38	13.6	12.1	0.02	0.59	4.51	5.10	0.54	2.03	2.57	—	2,295	2,295	0.09	0.02	0.17	2,304
2024	3.19	3.56	4.08	0.01	0.16	0.52	0.68	0.15	0.20	0.34	—	725	725	0.03	0.01	0.09	728
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.25	2.48	2.21	< 0.005	0.11	0.82	0.93	0.10	0.37	0.47	—	380	380	0.02	< 0.005	0.03	381
2024	0.58	0.65	0.75	< 0.005	0.03	0.09	0.12	0.03	0.04	0.06	—	120	120	< 0.005	< 0.005	0.02	121

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	4.05	39.8	37.0	0.06	1.81	5.32	7.13	1.66	2.68	4.34	—	6,880	6,880	0.28	0.06	1.18	6,907
2024	11.3	7.88	11.3	0.01	0.39	0.18	0.57	0.36	0.04	0.40	—	1,718	1,718	0.07	0.02	0.80	1,727
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2023	3.82	37.4	32.6	0.06	1.59	2.64	4.23	1.47	1.01	2.47	—	6,845	6,845	0.28	0.06	0.03	6,871
2024	3.60	34.4	31.3	0.06	1.45	2.64	4.09	1.33	1.01	2.34	—	6,840	6,840	0.28	0.06	0.03	6,866
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.38	13.6	12.1	0.02	0.59	1.23	1.82	0.54	0.54	1.09	—	2,295	2,295	0.09	0.02	0.17	2,304
2024	3.19	3.56	4.08	0.01	0.16	0.17	0.33	0.15	0.06	0.21	—	725	725	0.03	0.01	0.09	728
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.25	2.48	2.21	< 0.005	0.11	0.23	0.33	0.10	0.10	0.20	—	380	380	0.02	< 0.005	0.03	381
2024	0.58	0.65	0.75	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	—	120	120	< 0.005	< 0.005	0.02	121

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.64	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	0.00	61,406	61,406	1.06	4.45	203	62,961
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.94	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	0.00	56,823	56,823	1.11	4.56	5.28	58,216
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.03	35.5	109	0.55	0.58	40.8	41.3	0.55	10.4	10.9	0.00	58,094	58,094	1.08	4.50	87.8	59,551
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.10	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	0.00	9,618	9,618	0.18	0.75	14.5	9,859
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	100	100	100	100	—	—	100	—	—	100	—	—	—	—	—	—	—
Unmit.	No	No	Yes	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	100	100	100	100	—	—	100	—	—	100	—	—	—	—	—	—	—
Unmit.	No	No	Yes	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	10.0	10.0	100	27.0	—	—	15.0	—	—	15.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.18	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	—	59,934	59,934	0.82	4.42	203	61,475
Area	0.47	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,471	1,471	0.24	0.03	—	1,486
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	6.64	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	0.00	61,406	61,406	1.06	4.45	203	62,961
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.48	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	—	55,351	55,351	0.87	4.53	5.28	56,730
Area	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,471	1,471	0.24	0.03	—	1,486

Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	5.94	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	0.00	56,823	56,823	1.11	4.56	5.28	58,216
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.56	35.5	109	0.55	0.58	40.8	41.3	0.55	10.4	10.9	—	56,623	56,623	0.84	4.47	87.8	58,065
Area	0.47	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,471	1,471	0.24	0.03	—	1,486
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	6.03	35.5	109	0.55	0.58	40.8	41.3	0.55	10.4	10.9	0.00	58,094	58,094	1.08	4.50	87.8	59,551
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.01	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	—	9,375	9,375	0.14	0.74	14.5	9,613
Area	0.08	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	244	244	0.04	< 0.005	—	246
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	1.10	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	0.00	9,618	9,618	0.18	0.75	14.5	9,859

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.18	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	—	59,934	59,934	0.82	4.42	203	61,475
Area	0.47	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,471	1,471	0.24	0.03	—	1,486

Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	6.64	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	0.00	61,406	61,406	1.06	4.45	203	62,961
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.48	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	—	55,351	55,351	0.87	4.53	5.28	56,730
Area	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,471	1,471	0.24	0.03	—	1,486
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	5.94	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	0.00	56,823	56,823	1.11	4.56	5.28	58,216
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.56	35.5	109	0.55	0.58	40.8	41.3	0.55	10.4	10.9	—	56,623	56,623	0.84	4.47	87.8	58,065
Area	0.47	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,471	1,471	0.24	0.03	—	1,486
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	6.03	35.5	109	0.55	0.58	40.8	41.3	0.55	10.4	10.9	0.00	58,094	58,094	1.08	4.50	87.8	59,551
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.01	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	—	9,375	9,375	0.14	0.74	14.5	9,613
Area	0.08	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	244	244	0.04	< 0.005	—	246
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	1.10	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	0.00	9,618	9,618	0.18	0.75	14.5	9,859

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.95	39.7	35.5	0.05	1.81	—	1.81	1.66	—	1.66	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	4.36	3.89	0.01	0.20	—	0.20	0.18	—	0.18	—	580	580	0.02	< 0.005	—	582
Dust From Material Movement	—	—	—	—	—	2.15	2.15	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.79	0.71	< 0.005	0.04	—	0.04	0.03	—	0.03	—	96.1	96.1	< 0.005	< 0.005	—	96.4

Dust From Material Movement	—	—	—	—	—	0.39	0.39	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.58	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	247	247	0.01	0.01	1.03	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.6	24.6	< 0.005	< 0.005	0.05	25.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.07	4.07	< 0.005	< 0.005	0.01	4.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.95	39.7	35.5	0.05	1.81	—	1.81	1.66	—	1.66	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	4.36	3.89	0.01	0.20	—	0.20	0.18	—	0.18	—	580	580	0.02	< 0.005	—	582
Dust From Material Movement	—	—	—	—	—	0.56	0.56	—	0.29	0.29	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.79	0.71	< 0.005	0.04	—	0.04	0.03	—	0.03	—	96.1	96.1	< 0.005	< 0.005	—	96.4
Dust From Material Movement	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.58	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	247	247	0.01	0.01	1.03	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.6	24.6	< 0.005	< 0.005	0.05	25.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.07	4.07	< 0.005	< 0.005	0.01	4.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	9.20	7.74	0.02	0.39	—	0.39	0.36	—	0.36	—	1,627	1,627	0.07	0.01	—	1,633
Dust From Material Movement	—	—	—	—	—	2.27	2.27	—	0.90	0.90	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.68	1.41	< 0.005	0.07	—	0.07	0.07	—	0.07	—	269	269	0.01	< 0.005	—	270
Dust From Material Movement	—	—	—	—	—	0.41	0.41	—	0.16	0.16	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	1.80	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	282	282	0.01	0.01	1.18	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.13	1.24	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	247	247	0.01	0.01	0.03	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.3	63.3	< 0.005	< 0.005	0.13	64.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	10.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	9.20	7.74	0.02	0.39	—	0.39	0.36	—	0.36	—	1,627	1,627	0.07	0.01	—	1,633
Dust From Material Movement	—	—	—	—	—	0.59	0.59	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.68	1.41	< 0.005	0.07	—	0.07	0.07	—	0.07	—	269	269	0.01	< 0.005	—	270
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.04	0.04	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	1.80	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	282	282	0.01	0.01	1.18	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.13	1.24	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	247	247	0.01	0.01	0.03	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.3	63.3	< 0.005	< 0.005	0.13	64.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	10.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.74	1.54	< 0.005	0.07	—	0.07	0.07	—	0.07	—	336	336	0.01	< 0.005	—	337
Dust From Material Movement	—	—	—	—	—	0.47	0.47	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.12	1.13	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	242	242	0.01	0.01	0.03	245
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	13.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.74	1.54	< 0.005	0.07	—	0.07	0.07	—	0.07	—	336	336	0.01	< 0.005	—	337
Dust From Material Movement	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.12	1.13	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	242	242	0.01	0.01	0.03	245
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	13.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	2.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	2.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.61	2.06	< 0.005	0.08	—	0.08	0.07	—	0.07	—	311	311	0.01	< 0.005	—	312
Paving	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.29	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.4	51.4	< 0.005	< 0.005	—	51.6
Paving	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	1.24	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	207	207	0.01	0.01	0.80	210
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.09	0.85	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	181	181	0.01	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.7	38.7	< 0.005	< 0.005	0.07	39.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.41	6.41	< 0.005	< 0.005	0.01	6.50
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Paving (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	2.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	2.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.61	2.06	< 0.005	0.08	—	0.08	0.07	—	0.07	—	311	311	0.01	< 0.005	—	312
Paving	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.29	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.4	51.4	< 0.005	< 0.005	—	51.6
Paving	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	1.24	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	207	207	0.01	0.01	0.80	210
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.09	0.85	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	181	181	0.01	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.7	38.7	< 0.005	< 0.005	0.07	39.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.41	6.41	< 0.005	< 0.005	0.01	6.50
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.19	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.4	27.4	< 0.005	< 0.005	—	27.5
Architectural Coatings	2.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.56
Architectural Coatings	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.19	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.4	27.4	< 0.005	< 0.005	—	27.5
Architectural Coatings	2.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.56
Architectural Coatings	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	6.18	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	—	59,934	59,934	0.82	4.42	203	61,475
Total	6.18	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	—	59,934	59,934	0.82	4.42	203	61,475
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	5.48	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	—	55,351	55,351	0.87	4.53	5.28	56,730

Total	5.48	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	—	55,351	55,351	0.87	4.53	5.28	56,730
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	1.01	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	—	9,375	9,375	0.14	0.74	14.5	9,613
Total	1.01	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	—	9,375	9,375	0.14	0.74	14.5	9,613

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	6.18	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	—	59,934	59,934	0.82	4.42	203	61,475
Total	6.18	33.4	148	0.58	0.58	40.8	41.3	0.55	10.4	10.9	—	59,934	59,934	0.82	4.42	203	61,475
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	5.48	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	—	55,351	55,351	0.87	4.53	5.28	56,730
Total	5.48	36.9	98.5	0.54	0.58	40.8	41.3	0.55	10.4	10.9	—	55,351	55,351	0.87	4.53	5.28	56,730
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	1.01	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	—	9,375	9,375	0.14	0.74	14.5	9,613
Total	1.01	6.47	19.9	0.10	0.11	7.44	7.55	0.10	1.89	1.99	—	9,375	9,375	0.14	0.74	14.5	9,613

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Total	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Total	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	244	244	0.04	< 0.005	—	246
Total	—	—	—	—	—	—	—	—	—	—	—	244	244	0.04	< 0.005	—	246

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Total	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486

Total	—	—	—	—	—	—	—	—	—	—	—	1,471	1,471	0.24	0.03	—	1,486
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	244	244	0.04	< 0.005	—	246
Total	—	—	—	—	—	—	—	—	—	—	—	244	244	0.04	< 0.005	—	246

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.47	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.47	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	7/3/2023	8/25/2023	5.00	40.0	—
Grading	Grading	8/28/2023	1/26/2024	5.00	110	—
Paving	Paving	1/29/2024	5/10/2024	5.00	75.0	—
Architectural Coating	Architectural Coating	5/13/2024	8/23/2024	5.00	75.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	17.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.6	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	17.3	LDA,LDT1,LDT2
Grading	Vendor	—	10.6	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	17.3	LDA,LDT1,LDT2
Paving	Vendor	—	10.6	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	17.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.6	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	17.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.6	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	17.3	LDA,LDT1,LDT2
Grading	Vendor	—	10.6	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	17.3	LDA,LDT1,LDT2
Paving	Vendor	—	10.6	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	17.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.6	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	180,338

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	60.0	0.00	—
Grading	—	—	330	0.00	—
Paving	0.00	0.00	0.00	0.00	69.0

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	69.0	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	2,106	2,106	2,106	768,655	56,638	56,638	56,638	20,672,710

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	2,106	2,106	2,106	768,655	56,638	56,638	56,638	20,672,710

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	180,338

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO_2 and CH_4 and N_2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	2,632,941	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO_2 and CH_4 and N_2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	2,632,941	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Lot acreage provided by Applicant.
Construction: Construction Phases	No proposed demolition or building construction.
Operations: Fleet Mix	Per Ruettgers & Schuler the percent of trucks for the ADT number of 2106 is 12% or 253 trucks.
Operations: Vehicle Data	Trip rate from White Lane Truck Facility Trip Generation (R&S 2023)

APPENDIX C. CARB 2020 AND 2025 ESTIMATED EMISSION INVENTORIES

2016 SIP Emission Projection Data

2020 Estimated Annual Average Emissions

KERN COUNTY

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.
See detailed information.
Start a new query.

KERN COUNTY COUNTY - MOJAVE DESERT AIR BASIN

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5	NH3
FUEL COMBUSTION	0.5	0.1	0.8	2.4	0.2	0.4	0.4	0.4	0.0
WASTE DISPOSAL	8.4	0.1	0.0	-	0.0	0.0	0.0	0.0	0.1
CLEANING AND SURFACE COATINGS	0.9	0.8	-	-	-	0.0	0.0	0.0	-
PETROLEUM PRODUCTION AND MARKETING	0.1	0.1	-	-	-	-	-	-	-
INDUSTRIAL PROCESSES	0.1	0.1	10.2	18.4	8.1	3.7	2.9	1.7	0.1
*** TOTAL STATIONARY SOURCES**	**10.2**	**1.3**	**11.0**	**20.8**	**8.3**	**4.1**	**3.3**	**2.1**	**0.1**
AREAWIDE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
SOLVENT EVAPORATION	1.6	1.4	-	-	-	-	-	-	1.3
MISCELLANEOUS PROCESSES	3.5	1.2	11.0	0.6	0.0	18.6	9.7	2.6	0.7
*** TOTAL AREAWIDE SOURCES**	**5.0**	**2.6**	**11.0**	**0.6**	**0.0**	**18.6**	**9.7**	**2.6**	**2.0**
MOBILE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
ON-ROAD MOTOR VEHICLES	1.1	1.1	7.2	4.1	0.0	0.3	0.3	0.1	0.1
OTHER MOBILE SOURCES	5.0	4.9	23.8	5.5	0.3	3.0	2.9	2.9	0.0
*** TOTAL MOBILE SOURCES**	**6.2**	**5.9**	**31.0**	**9.6**	**0.3**	**3.3**	**3.2**	**3.0**	**0.1**
TOTAL KERN COUNTY IN MOJAVE DESERT	**21.4**	**9.8**	**53.0**	**31.0**	**8.6**	**26.0**	**16.2**	**7.7**	**2.3**

KERN COUNTY COUNTY - SAN JOAQUIN VALLEY AIR BASIN

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5	NH3
FUEL COMBUSTION	12.6	1.8	9.9	7.6	0.7	2.7	2.6	2.5	1.6
WASTE DISPOSAL	224.6	12.2	0.2	0.1	0.0	0.1	0.0	0.0	5.4
CLEANING AND SURFACE COATINGS	3.0	2.7	-	-	-	0.0	0.0	0.0	[illegible]
PETROLEUM PRODUCTION AND MARKETING	46.2	11.8	0.9	0.3	0.4	0.2	0.1	0.1	0.0
INDUSTRIAL PROCESSES	2.4	2.3	0.1	0.1	0.1	3.7	1.6	0.6	0.2

*** TOTAL STATIONARY SOURCES**	**288.8**	**30.7**	**11.1**	**8.0**	**1.1**	**6.7**	**4.4**	**3.3**	**7.2**
AREAWIDE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
SOLVENT EVAPORATION	10.9	10.0	-	-	-	-	-	-	26.5
MISCELLANEOUS PROCESSES	63.6	9.9	5.2	1.2	0.0	61.8	30.9	5.7	17.1
*** TOTAL AREAWIDE SOURCES**	**74.5**	**19.9**	**5.2**	**1.2**	**0.0**	**61.8**	**30.9**	**5.7**	**43.6**
MOBILE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
ON-ROAD MOTOR VEHICLES	5.4	4.9	31.4	23.5	0.1	1.7	1.6	0.7	0.8
OTHER MOBILE SOURCES	4.0	3.5	27.2	10.8	0.0	0.6	0.5	0.5	0.0
*** TOTAL MOBILE SOURCES**	**9.4**	**8.4**	**58.6**	**34.2**	**0.2**	**2.2**	**2.2**	**1.2**	**0.8**
TOTAL KERN COUNTY IN SAN JOAQUIN VALLEY	**372.7**	**59.0**	**74.9**	**43.5**	**1.4**	**70.7**	**37.4**	**10.2**	**51.7**
GRAND TOTAL FOR KERN COUNTY	**394.0**	**68.8**	**127.9**	**74.4**	**10.0**	**96.7**	**53.6**	**17.9**	**54.0**

Start a new query.

2016 SIP Emission Projection Data

2020 Estimated Annual Average Emissions

SAN JOAQUIN VALLEY AIR BASIN

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.

See detailed information.

Start a new query.

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5	NH3
FUEL COMBUSTION	17.9	3.2	24.7	24.1	2.4	4.8	4.7	4.6	2.2
WASTE DISPOSAL	527.3	26.9	0.6	0.3	0.2	0.9	0.3	0.2	11.2
CLEANING AND SURFACE COATINGS	27.8	25.2	-	-	-	0.3	0.3	0.3	0.0
PETROLEUM PRODUCTION AND MARKETING	111.0	16.6	1.0	0.4	0.4	0.2	0.1	0.1	0.0
INDUSTRIAL PROCESSES	20.6	19.5	1.4	3.9	3.6	20.9	9.5	3.6	1.7
*** TOTAL STATIONARY SOURCES**	**704.7**	**91.3**	**27.7**	**28.6**	**6.5**	**27.2**	**14.9**	**8.7**	**15.2**
AREAWIDE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
SOLVENT EVAPORATION	55.0	49.9	-	-	-	-	-	-	113.1
MISCELLANEOUS PROCESSES	761.8	103.0	53.2	7.9	0.3	473.4	236.8	41.8	193.9
*** TOTAL AREAWIDE SOURCES**	**816.8**	**152.8**	**53.2**	**7.9**	**0.3**	**473.4**	**236.8**	**41.8**	**307.0**
MOBILE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
ON-ROAD MOTOR VEHICLES	27.3	24.9	167.9	96.9	0.6	7.8	7.6	3.4	3.6
OTHER MOBILE SOURCES	30.6	27.2	196.2	69.8	0.3	5.6	5.5	5.0	0.0
*** TOTAL MOBILE SOURCES**	**57.9**	**52.0**	**364.1**	**166.8**	**1.0**	**13.4**	**13.1**	**8.5**	**3.6**
GRAND TOTAL FOR SAN JOAQUIN VALLEY AIR BASIN	**1579.4**	**296.2**	**445.0**	**203.3**	**7.8**	**514.0**	**264.8**	**59.0**	**325.9**

Start a new query.

2016 SIP Emission Projection Data

2025 Estimated Annual Average Emissions

KERN COUNTY

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.

See detailed information.

Start a new query.

KERN COUNTY COUNTY - MOJAVE DESERT AIR BASIN

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5	NH3
FUEL COMBUSTION	0.5	0.1	0.8	2.5	0.2	0.4	0.4	0.4	0.0
WASTE DISPOSAL	9.3	0.1	0.0	-	0.0	0.0	0.0	0.0	0.1
CLEANING AND SURFACE COATINGS	1.0	0.9	-	-	-	0.0	0.0	0.0	-
PETROLEUM PRODUCTION AND MARKETING	0.1	0.1	-	-	-	-	-	-	-
INDUSTRIAL PROCESSES	0.1	0.1	11.0	19.7	8.6	3.9	3.2	1.9	0.1
*** TOTAL STATIONARY SOURCES**	**11.1**	**1.4**	**11.8**	**22.2**	**8.8**	**4.4**	**3.5**	**2.2**	**0.1**
AREAWIDE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
SOLVENT EVAPORATION	1.7	1.5	-	-	-	-	-	-	[illegible]
MISCELLANEOUS PROCESSES	3.5	1.2	11.1	0.6	0.0	18.5	9.7	2.6	0.7
*** TOTAL AREAWIDE SOURCES**	**5.2**	**2.7**	**11.1**	**0.6**	**0.0**	**18.5**	**9.7**	**2.6**	**2.0**
MOBILE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
ON-ROAD MOTOR VEHICLES	0.9	0.8	5.0	2.3	0.0	0.3	0.3	0.1	0.1
OTHER MOBILE SOURCES	5.0	4.8	24.2	4.6	0.3	3.0	2.9	2.9	0.0
*** TOTAL MOBILE SOURCES**	**5.8**	**5.6**	**29.2**	**6.9**	**0.3**	**3.3**	**3.2**	**3.0**	**0.1**
TOTAL KERN COUNTY IN MOJAVE DESERT	**22.1**	**9.7**	**52.1**	**29.7**	**9.2**	**26.1**	**16.4**	**7.8**	**2.3**

KERN COUNTY COUNTY - SAN JOAQUIN VALLEY AIR BASIN

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5	NH3
FUEL COMBUSTION	12.4	1.7	9.6	7.2	0.6	2.6	2.5	2.4	1.7
WASTE DISPOSAL	247.0	13.4	0.2	0.1	0.0	0.1	0.0	0.0	6.0
CLEANING AND SURFACE COATINGS	3.3	3.0	-	-	-	0.0	0.0	0.0	-
PETROLEUM PRODUCTION AND MARKETING	45.0	10.8	0.8	0.3	0.4	0.2	0.1	0.1	0.0
INDUSTRIAL PROCESSES	2.6	2.4	0.1	0.1	0.1	4.0	1.7	0.6	0.2

*** TOTAL STATIONARY SOURCES**	**310.3**	**31.3**	**10.7**	**7.6**	**1.1**	**6.9**	**4.4**	**3.2**	**7.8**
AREAWIDE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
SOLVENT EVAPORATION	11.4	10.3	-	-	-	-	-	-	25.1
MISCELLANEOUS PROCESSES	63.7	9.9	5.2	1.2	0.0	61.8	30.9	5.7	17.2
*** TOTAL AREAWIDE SOURCES**	**75.0**	**20.3**	**5.2**	**1.2**	**0.0**	**61.8**	**30.9**	**5.7**	**42.3**
MOBILE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
ON-ROAD MOTOR VEHICLES	4.3	3.9	23.7	12.7	0.1	1.7	1.7	0.7	0.8
OTHER MOBILE SOURCES	3.5	3.1	28.0	8.1	0.0	0.4	0.4	0.4	0.0
*** TOTAL MOBILE SOURCES**	**7.8**	**7.0**	**51.6**	**20.8**	**0.2**	**2.1**	**2.1**	**1.1**	**0.8**
TOTAL KERN COUNTY IN SAN JOAQUIN VALLEY	**393.1**	**58.5**	**67.6**	**29.6**	**1.3**	**70.8**	**37.4**	**10.1**	**51.0**
GRAND TOTAL FOR KERN COUNTY	**415.2**	**68.2**	**119.7**	**59.3**	**10.5**	**97.0**	**53.8**	**17.8**	**53.2**

Start a new query.

CONTACT US

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2016 SIP Emission Projection Data

2025 Estimated Annual Average Emissions

SAN JOAQUIN VALLEY AIR BASIN

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.

See detailed information.

Start a new query.

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5	NH3
FUEL COMBUSTION	17.7	3.0	24.6	23.0	2.4	4.7	4.6	4.5	2.3
WASTE DISPOSAL	572.3	29.2	0.6	0.3	0.2	1.0	0.3	0.2	12.2
CLEANING AND SURFACE COATINGS	30.8	27.9	-	-	-	0.4	0.4	0.3	0.0
PETROLEUM PRODUCTION AND MARKETING	109.5	15.1	0.9	0.3	0.4	0.2	0.1	0.1	0.0
INDUSTRIAL PROCESSES	22.4	21.1	1.6	4.2	3.8	22.6	10.3	3.9	1.9
*** TOTAL STATIONARY SOURCES**	**752.7**	**96.4**	**27.7**	**27.7**	**6.8**	**28.9**	**15.7**	**9.0**	**16.4**
AREAWIDE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
SOLVENT EVAPORATION	57.5	52.0	-	-	-	-	-	-	109.9
MISCELLANEOUS PROCESSES	761.9	103.0	53.2	7.4	0.3	469.2	234.9	41.9	194.5
*** TOTAL AREAWIDE SOURCES**	**819.4**	**155.0**	**53.2**	**7.4**	**0.3**	**469.2**	**234.9**	**41.9**	**304.4**
MOBILE SOURCES	**TOG**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**PM10**	**PM2.5**	**NH3**
ON-ROAD MOTOR VEHICLES	20.5	18.8	118.9	54.2	0.6	7.9	7.7	3.2	3.4
OTHER MOBILE SOURCES	26.8	23.9	200.1	54.4	0.3	4.7	4.6	4.2	0.0
*** TOTAL MOBILE SOURCES**	**47.3**	**42.7**	**319.0**	**108.6**	**0.9**	**12.6**	**12.3**	**7.5**	**3.5**
GRAND TOTAL FOR SAN JOAQUIN VALLEY AIR BASIN	**1619.4**	**294.1**	**399.9**	**143.7**	**8.0**	**510.7**	**262.8**	**58.3**	**324.3**

Start a new query.

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Secretary for Environmental Protection

Jared Blumenfeld

Visit his Website

Chair, California Air Resources Board

Liane M. Randolph

Visit her Website

The California Air Resources Board is one of six boards, departments, and offices under the California Environmental Protection Agency.

APPENDIX D. HEALTH RISK ASSESSMENT MODELING FILES

(Electronic Files)

APPENDIX E. AMBIENT AIR QUALITY ASSESSMENT MODELING FILES

(Electronic Files)