



July 20, 2023

Sienna Construction

C/O Fernando Nieto, Owner
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Dear Mr. Nieto,

The Soar Environmental Team is pleased to provide this Noise impact analyses Letter Report. This Noise Letter Report includes Noise analysis for the proposed light industrial development in Bakersfield, California. The project site is in Kern County, which is within the San Joaquin Valley Air Pollution Control District (SJVAPCD). These evaluations will support an Initial Study (IS) or a Mitigated Negative Declaration (MND) from the County under the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The proposed project is located at 185 Quantico Avenue, Bakersfield (APN 142-230-13-00-0), CA and involves the development and construction of the property for a truck maintenance shop. The maintenance shop will be conducting semi-truck repairs and dispatching activities for their own semi-truck fleet. Approximately 20 trucks, with or without trailers, will be at the maintenance shop on any given day. This includes approximately 15 trucks entering and exiting the shop, with approximately 5 trucks being parked at the shop for up to one week. The back portion of the site will be paved for longer-term storage of up to 40 trucks at any given time.

The 9-acre parcel is currently vacant; therefore, no demolition will be required. The nearest sensitive receptor is a residence adjacent to the project site to the east. The nearest school to the project site is Virginia Avenue Elementary School approximately 0.5 mile (800 meters) northeast of the project site. The nearest airport is Bakersfield Municipal Airport approximately 3 miles (4,830 meters) southwest of the property.

ASSUMPTIONS

The following basic assumptions were used in developing the emission estimates for the proposed project using CalEEMod:

- CalEEMod defaults were applied to all phases of the project, unless otherwise specified.
- Institute of Traffic Engineers (ITE) default trip distances for the San Joaquin Valley Air Basin, as contained in CalEEMod, were assumed for the operational traffic analysis.
- Some project design features including sizes and number of buildings were defined by the Applicant and replaced some CalEEMod default settings.
- CalEEMod construction timelines are generally accurate, unless otherwise stated.
- During the site preparation and grading phases of construction, it is anticipated that no soil will need to be exported from or imported to the project site.

- The default equipment from CalEEMod for each construction phase, is representative of actual construction equipment used during construction.

LIST OF TABLES

The project analyses and results are summarized in the following tables:

- Table 1: Typical Sound Level Characteristics
- Table 2: FHWA Noise Reference Levels and Usage Factors
- Table 3: Estimated Peak Activity Daytime Noise Impacts – Residential Receptors

NOISE IMPACTS ANALYSES

Noise Analysis Methodology

The screening-level noise analysis for Project construction was completed based on methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA) at the John A. Volpe National Transportation Systems Center and other technical references consistent with CalEEMod outputs (equipment utilization). The DOT FHWA methodology uses actual noise measurement data collected during the Boston “Big Dig” project (1991-2006) as reference levels for a wide variety of construction equipment in common use, such as on the proposed project. This noise analysis did not include field measurements of ambient noise in the vicinity of the project site.

The FHWA noise model provides relatively conservative predictions because it does not account for site-specific geometry, dimensions of nearby structures, and local environmental conditions that can affect sound transmission, reflection, and attenuation. As a result, actual measured sound levels at receptors may vary somewhat from predictions, typically lower. Additionally, the impacts of noise upon receptors (persons) are subjective because of differences in individual sensitivities and perceptions.

Noise impacts were evaluated against community noise standards contained in the City or County General Plan or other state or federal agency as applicable to the vicinity of the project site. For this Project, the Metropolitan Bakersfield General Plan contains the applicable evaluation criteria (City 2002).

During construction activities, the project would generate noise due to operation of minimal off road equipment, portable equipment, and vehicles at or near the project site. No strong sources of vibrations are planned to be used during construction activities.

Since the project is near existing streets, the incremental effect of Project operation (possible slightly increased traffic) would not be quantifiable against existing traffic noise (background) in the project vicinity (i.e., less than significant impact). Also, since no public or private use airport is closer than 2 miles from the project site, an evaluation of aircraft noise upon persons residing or working in the project area is not required.

Environmental Setting

Noise Descriptors

Noise is typically described as any dissonant, unwanted, or objectionable sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity, the A-weighted decibel scale (dBA). Table 7 lists common sources of sound and their intensities in dBA.

In most situations, a 3-dBA change in sound pressure is considered a “just-detectable” difference. A 5-dBA change (either louder or quieter) is readily noticeable, and 10-dBA change is a doubling (if louder) or halving (if quieter) of the subjective loudness. Sound from a small, localized source (a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (drops off) at a rate of 6 dBA for each doubling of the distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. A single number called the equivalent continuous noise level (Leq) may be used to describe sound that is changing in level. It is also used to describe the acoustic range of the noise source being measured, which is accomplished through the maximum Leq (Lmax) and minimum Leq (Lmin) indicators.

Table 1: Typical Sound Level Characteristics		
Pressure (N/m ²)	Level (dB)	Sound Level Characteristic
2000	160	Rocket Launch
600	150	Military Jet Plane Takeoff
200	140	Threshold of Pain
60	130	Commercial Jet Plane Takeoff
20	120	Industrial Chipper or Punch Press
6	110	Loud Automobile Horn
2	100	Passing Diesel Truck – Curb Line
0.6	90	Factory - Heavy Manufacturing
0.2	80	Factory - Light Manufacturing
0.06	70	Open Floor Office - Cubicles
0.02	60	Conversational Speech
0.006	50	Private Office - Walled
0.002	40	Residence in Daytime
0.0006	30	Bedroom at Night
0.0002	20	Recording or Broadcasting Studio
0.00006	10	Threshold of Good Hearing - Adult
0.00002	0	Threshold of Excellent Hearing - Child

Sources: Broch 1971, Plog 1988

Notes:

Reference Level $P_0 = 0.00002 \text{ N/m}^2 = 0.0002 \text{ } \mu\text{bar}$

N/m^2 = Newtons per square meter (the Newton is the unit of force derived in the metric system); it is equal to the



amount of net force required to accelerate one kilogram of mass at a rate of one meter per second squared ($1 \text{ kg} \cdot 1 \text{ m/s}^2$) in the direction of the applied force

In determining the daily measure of community noise, it is important to account for the difference in human response to daytime and nighttime noise. Noise is more disturbing at night than during the day, and noise indices have been developed to account for the varying duration of noise events over time, as well as community response to them. The Community Noise Equivalent Level (CNEL) adds a 5-dB penalty to the “nighttime” hourly noise levels (HNLs) (i.e., 7:00 p.m. to 10:00 p.m.) and the Day-Night Average Level (Ldn) adds a 10-dB penalty to the evening HNLs (Caltrans 2020, FTA 2006).

Vibration Descriptors

Vibration is a unique form of noise because its energy is carried through structures and the earth, whereas noise is carried through the air. Thus, vibration is generally felt rather than heard. Typically, ground borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Actual human and structural response to different vibration levels is influenced by a combination of factors, including soil type, distance between the source and receptor, duration, and the number of perceived events.

While not a direct health hazard, the energy transmitted through the ground as vibration may result in structural damage, which may be costly to repair and dangerous in the event of structural failure. To assess the potential for structural damage associated with vibration, the vibratory ground motion in the

vicinity of the affected structure is measured in terms of point peak velocity/peak particle velocity (PPV) in the vertical and horizontal directions (vector sum). A freight train passing at 100 feet may cause PPVs of 0.1 inch per second, while a strong earthquake may produce PPVs in the range of 10 inches per second. Minor cosmetic damage to buildings may begin in the range of 0.5 inch per second (Caltrans 2020, FTA 2006).

Existing Noise Environment

The project site is in Bakersfield in a characteristically urban area subject to noise from local traffic on public streets (Quantico Avenue, East Brundage Lane), buses, trucks, construction, and small power equipment. The FHWA noise model puts the expected daytime ambient background noise from known sources at about 40 dBA at the nearest sensitive receptor to the proposed project. This model is based on light to moderate traffic on Quantico Avenue, as well as a general urban background noise.

Sensitive Receptors

Some land uses are generally regarded as being more sensitive to noise than others due to the types of population groups or activities involved. Sensitive population groups include children and the elderly. The Metropolitan Bakersfield General Plan Noise Element also includes residential areas as noise-sensitive land uses. Other sensitive land uses generally include hospitals, schools, childcare facilities, senior facilities, libraries, churches, and parks.

The nearest schools to the project site are the Virginia Avenue Elementary School approximately 0.5 miles (804 meters) northeast of the site, the Mt. Vernon Elementary School approximately 1 mile (1,600 meters) northwest of the site, and the Tierra Del Sol Continuation High School and Bakersfield Adult School,

approximately 1 mile (1,600 meters) southwest of the site. The nearest churches are southeast of the site, approximately 900 feet (270 meters) and 1,600 feet (490 meters) from the central construction zone. The nearest residential receptors are northeast and east of the site, approximately 630 feet (190 meters) from the central construction zone.

All construction activities would be short-term and temporary. All construction work is planned to be conducted during daylight hours; no nighttime work is planned to be performed. Upon completion of construction, construction generated noise would permanently cease. Since the proposed project is located in an urban area within 500 feet (150 meters) of an existing surface street, no additional Project-related noise is expected over the long term.

Regulatory Setting

California

The State of California does not promulgate statewide standards for environmental noise but requires each city and county to include a noise element in its general plan [California Government Code Section 65302(f)]. In addition, Title 4 of the CCR has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. In general, the guidelines require that community noise standards:

- Protect residents from the harmful and annoying effects of exposure to excessive noise;
- Prevent incompatible land uses from encroaching upon existing or programmed land uses likely to create significant noise impacts; and
- Encourage the application of state-of-the-art land use planning methodologies in the area of managing and minimizing potential noise conflicts.

Construction vibration is regulated at the state level in accordance with standards established by the *Transportation and Construction-Induced Vibration Guidance Manual* issued by Caltrans in 2004. Continuous sources include the use of vibratory compaction equipment and other construction equipment that creates vibration other than in single events. Transient sources create a single isolated vibration event, such as blasting. Thresholds for continuous sources are 0.5 and 0.1 inch per second PPV for structural damage and annoyance, respectively. Thresholds for transient sources are 1.0 and 0.9 PPV for structural damage and annoyance, respectively (Caltrans 2020).

Metropolitan Bakersfield General Plan

For this Project, the Metropolitan Bakersfield General Plan contains the applicable evaluation criteria. The Industrial Noise Criteria is listed in Chapter VII, containing the applicable standards for this project (City 2002).

Results of Construction Screening Noise Analysis

The proposed project can be characterized as a new industrial development on a vacant plot of land. Most noise would occur during the grading, site preparation and paving when heavy equipment would be operating.

During each of the five construction phases there would be a different mix of equipment operating and cumulative noise levels would vary based on the amount of equipment in operation and the location of



each activity at the project site. In general, use of off-road equipment and portable equipment would generate noise due to engine mechanicals, engine exhaust, driveline mechanicals, shaft-driven devices and accessories, hydraulics operation, ground friction and displacement, and gravity drops (dumping, unloading).

Since no intense percussive actions (e.g., hard rock-breaking, large pile-driving) are planned to occur during the site work, no strong ground-borne vibrations are expected to be generated that could affect nearby structures or be noticeable to their occupants.

Types of equipment (FHWA 2006) to be used during the project and noise-emitting characteristics (i.e., usage factors, reference dBA, and percussive source) are shown in Table 8 consistent with CalEEMod outputs (Attachment 1).

The Project is expected to require up to approximately 14 months of planned work activities (i.e., from mobilization to substantial completion) comprising five construction phases (CalEEMod 2020):

- 1) Site Preparation
- 2) Grading
- 3) Building construction
- 4) Paving
- 5) Architectural coating.

Table 2: FHWA Noise Reference Levels and Usage Factors

CalEEMod Construction Detail			FHWA Equipment Type	Ref.	Usage Factor	Ref. Level	Percussive Source
Phase Name	Equipment Description	Qty.			percent	dBA	Yes/No
Site Preparation (1)	Rubber Tired Dozers	3	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	4	Backhoe (with loader)	1	40%	80	No
Grading (2)	Excavators	1	Excavator (hydraulic)	1	40%	85	No
	Graders	1	Grader	1	40%	85	No
	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	3	Backhoe (with loader)	1	40%	80	No
Building Construction (3)	Cranes	1	Crane	1	16%	85	No
	Forklifts	3	Forklift	1	40%	80	No
	Generator Sets	1	Generator (<25 KVA quiet design)	1	50%	70	No
	Tractors/Loaders/Backhoes	3	Backhoe (with loader)	1	40%	80	No
	Welders	1	Welding Machine (arc welding)	1	50%	70	No
Paving (4)	Pavers	2	Paver (asphalt)	1	50%	85	No
	Paving Equipment	2	Pavement Scarifier	1	20%	85	No
	Rollers	2	Roller	1	20%	85	No



Architectural Coating (5)	Air Compressors	1	Compressor (air)	1	40%	80	No
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Source: CalEEMod v 2020.4.0, FHWA 2006

All proposed construction activities for the project will take place in daylight during regular business hours. Construction is not expected to occur between the hours of 9:00 pm and 6:00 am weekdays for the duration of the project. Deviations from this operating schedule would not affect the noise analysis because noise does not persist or accumulate in the environment. (City 1999)

The Metropolitan Bakersfield General Plan Chapter VII contains noise standards for industrial construction and operations. For industrial construction projects, a maximum daytime limit of 70 dBA is considered the threshold (i.e., 65 dBA + 5 dBA for a cumulative period of more than one minute in any hour). Table 9 shows a comparison of FHWA screening-level estimated daytime interior noise impacts for peak construction activities at nearby receptors with respect to the threshold. If the threshold is not exceeded, then a project should be considered acceptable (City 2002).

Operational Noise

Upon completion of construction and occupancy of the proposed project, on-site operational noise would be generated mainly by on-site traffic and vehicles idling during operations, where idling would be subject to a 5-minute BMP limit. However, the overall noise levels generated by operations are not expected to increase current noise levels beyond existing significance thresholds. As such, the new light industrial facility would not represent a substantially new type or source of noise in the general vicinity.

Table 3: Estimated Peak Activity Daytime Noise Impacts - Residential Receptors

Construction Phases	Normal Acceptance Criteria (Residential Interior)		
	Modeled Noise Level (Leq dBA) ^a	Significance Threshold (dBA) ^b	Exceeds Threshold (Yes/No)?
Background	46	65	No
Site Preparation	68	70	No
Grading	68	70	No
Building Construction	66	70	No
Paving	69	70	No
Architectural Coating	58	70	No
Long-Term Impact	62	65	No

Sources: CalEEMod version 2020.4.0, FHWA 2006, Broch 1971, Plog 1988, City 2002

Notes:

^a Includes existing street traffic and ambient noise sources (cumulative impacts)

^b Refer to applicable City or County General Plan Noise Element and Municipal Code Noise Ordinance for thresholds

Conclusions

This noise study predicts a less than significant outdoor impact for project construction and operation in accordance with the Metropolitan Bakersfield General Plan and Municipal Code.



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PROJECTED IMPACT: Less Than Significant (LTS)

MITIGATION: None Required

ATTACHMENTS

CalEEMod Outputs

CLOSING

Thank you very much for the opportunity to be of assistance to Soar Environmental Consulting, Inc. Should you have any questions, please contact me at (949) 248-8490 extension 295.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Boyes", is written over a faint, large, light blue watermark of the word "SOAR" that runs vertically down the right side of the page.

Bradford L. Boyes, BSEnvE, MBA, QEP | Ventura Office
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Yorke Engineering, LLC
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NOISE REFERENCES

Broch, Jens. 1971. Acoustic Noise Measurements. Bruel & Kjaer.

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. Website (<https://dot.ca.gov/-/media/dot-media/programs/environmentalanalysis/documents/env/tcvgm-apr2020-a11y.pdf>) accessed June 29, 2021.

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ATTACHMENT 1 – CALEEMOD OUTPUTS

185 Quantico Truck Repair Shop - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**185 Quantico Truck Repair Shop
San Joaquin Valley Air Basin, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	11.60	1000sqft	0.27	11,600.00	0
Parking Lot	8.73	Acre	8.73	380,439.97	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CEC Forecasting Climate Zone based on 93307 zip. PG&E provider for Bakersfield.

Land Use -

Construction Phase - No demolition; plot is already vacated.

Trips and VMT - Where do I adjust to 20 trips/day?

Vehicle Trips - Per Applicant - 20 HHD trips per day, setting HHD operational traffic to 25% of fleet mix.

Construction Off-road Equipment Mitigation - Per Applicant

Grading - Per Applicant

Fleet Mix - Per Applicant

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	75

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	HHD	0.03	0.25
tblFleetMix	HHD	0.03	0.25
tblFleetMix	LDA	0.51	0.25
tblFleetMix	LDA	0.51	0.25
tblFleetMix	LDT1	0.05	0.25
tblFleetMix	LDT1	0.05	0.25
tblFleetMix	LDT2	0.17	0.25
tblFleetMix	LDT2	0.17	0.25
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.8800e-003	0.00
tblFleetMix	LHD2	7.8800e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.17	0.00
tblFleetMix	MDV	0.17	0.00
tblFleetMix	MH	3.7190e-003	0.00
tblFleetMix	MH	3.7190e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.6400e-004	0.00
tblFleetMix	OBUS	6.6400e-004	0.00
tblFleetMix	SBUS	1.5050e-003	0.00
tblFleetMix	SBUS	1.5050e-003	0.00
tblFleetMix	UBUS	3.1700e-004	0.00
tblFleetMix	UBUS	3.1700e-004	0.00
tblGrading	AcresOfGrading	20.00	9.00
tblGrading	AcresOfGrading	15.00	9.00
tblVehicleTrips	ST_TR	1.99	6.90

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	SU_TR	5.00	6.90
tblVehicleTrips	WD_TR	4.96	6.90

2.0 Emissions Summary

185 Quantico Truck Repair Shop - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1050	0.9487	0.7835	1.7000e-003	0.2012	0.0453	0.2465	0.0949	0.0422	0.1371	0.0000	151.4898	151.4898	0.0277	5.3400e-003	153.7735
2022	0.4090	1.9327	2.1997	5.1200e-003	0.1651	0.0857	0.2508	0.0448	0.0806	0.1254	0.0000	459.7962	459.7962	0.0623	0.0211	467.6283
Maximum	0.4090	1.9327	2.1997	5.1200e-003	0.2012	0.0857	0.2508	0.0949	0.0806	0.1371	0.0000	459.7962	459.7962	0.0623	0.0211	467.6283

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1050	0.9487	0.7835	1.7000e-003	0.0780	0.0453	0.1233	0.0376	0.0422	0.0797	0.0000	151.4897	151.4897	0.0277	5.3400e-003	153.7733
2022	0.4090	1.9327	2.1997	5.1200e-003	0.0627	0.0857	0.1483	0.0196	0.0806	0.1002	0.0000	459.7960	459.7960	0.0623	0.0211	467.6280
Maximum	0.4090	1.9327	2.1997	5.1200e-003	0.0780	0.0857	0.1483	0.0376	0.0806	0.1002	0.0000	459.7960	459.7960	0.0623	0.0211	467.6280

185 Quantico Truck Repair Shop - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	61.60	0.00	45.38	59.06	0.00	31.45	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-23-2021	11-22-2021	0.7084	0.7084
2	11-23-2021	2-22-2022	0.7663	0.7663
3	2-23-2022	5-22-2022	0.6973	0.6973
4	5-23-2022	8-22-2022	0.7178	0.7178
5	8-23-2022	9-30-2022	0.2624	0.2624
		Highest	0.7663	0.7663

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0859	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004
Energy	1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	34.3745	34.3745	3.7300e-003	6.6000e-004	34.6639
Mobile	0.0273	0.2417	0.3063	1.4900e-003	0.0898	2.1000e-003	0.0919	0.0241	2.0000e-003	0.0261	0.0000	140.6066	140.6066	2.6100e-003	0.0155	145.2878
Waste						0.0000	0.0000		0.0000	0.0000	2.9190	0.0000	2.9190	0.1725	0.0000	7.2317
Water						0.0000	0.0000		0.0000	0.0000	0.8510	1.3430	2.1940	0.0876	2.0900e-003	5.0076
Total	0.1145	0.2535	0.3164	1.5600e-003	0.0898	2.9900e-003	0.0928	0.0241	2.8900e-003	0.0270	3.7700	176.3245	180.0946	0.2665	0.0182	192.1913

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0859	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004
Energy	1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	34.3745	34.3745	3.7300e-003	6.6000e-004	34.6639
Mobile	0.0273	0.2417	0.3063	1.4900e-003	0.0898	2.1000e-003	0.0919	0.0241	2.0000e-003	0.0261	0.0000	140.6066	140.6066	2.6100e-003	0.0155	145.2878
Waste						0.0000	0.0000		0.0000	0.0000	2.9190	0.0000	2.9190	0.1725	0.0000	7.2317
Water						0.0000	0.0000		0.0000	0.0000	0.8510	1.3430	2.1940	0.0876	2.0900e-003	5.0076
Total	0.1145	0.2535	0.3164	1.5600e-003	0.0898	2.9900e-003	0.0928	0.0241	2.8900e-003	0.0270	3.7700	176.3245	180.0946	0.2665	0.0182	192.1913

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/18/2021	10/1/2021	5	10	
2	Grading	Grading	10/2/2021	10/29/2021	5	20	
3	Building Construction	Building Construction	10/30/2021	9/16/2022	5	230	

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4	Paving	Paving	9/17/2022	10/14/2022	5	20
5	Architectural Coating	Architectural Coating	10/15/2022	11/11/2022	5	20

Acres of Grading (Site Preparation Phase): 9

Acres of Grading (Grading Phase): 9

Acres of Paving: 8.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,400; Non-Residential Outdoor: 5,800; Striped Parking Area: 22,826 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	165.00	64.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	33.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0951	0.0000	0.0951	0.0502	0.0000	0.0502	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	0.0194	0.2025	0.1058	1.9000e-004	0.0951	0.0102	0.1053	0.0502	9.4000e-003	0.0596	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530

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3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.5000e-004	2.7000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6136	0.6136	2.0000e-005	2.0000e-005	0.6202
Total	3.4000e-004	2.5000e-004	2.7000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6136	0.6136	2.0000e-005	2.0000e-005	0.6202

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0371	0.0000	0.0371	0.0196	0.0000	0.0196	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	0.0194	0.2025	0.1058	1.9000e-004	0.0371	0.0102	0.0473	0.0196	9.4000e-003	0.0290	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530

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3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.5000e-004	2.7000e-003	1.0000e-005	2.5000e-004	0.0000	2.6000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.6136	0.6136	2.0000e-005	2.0000e-005	0.6202
Total	3.4000e-004	2.5000e-004	2.7000e-003	1.0000e-005	2.5000e-004	0.0000	2.6000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.6136	0.6136	2.0000e-005	2.0000e-005	0.6202

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0650	0.0000	0.0650	0.0336	0.0000	0.0336	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0650	0.0116	0.0766	0.0336	0.0107	0.0443	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644

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3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.2000e-004	4.5100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0227	1.0227	4.0000e-005	3.0000e-005	1.0337
Total	5.6000e-004	4.2000e-004	4.5100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0227	1.0227	4.0000e-005	3.0000e-005	1.0337

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0254	0.0000	0.0254	0.0131	0.0000	0.0131	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0254	0.0116	0.0370	0.0131	0.0107	0.0238	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643

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3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.2000e-004	4.5100e-003	1.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.3000e-004	1.0000e-005	1.3000e-004	0.0000	1.0227	1.0227	4.0000e-005	3.0000e-005	1.0337
Total	5.6000e-004	4.2000e-004	4.5100e-003	1.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.3000e-004	1.0000e-005	1.3000e-004	0.0000	1.0227	1.0227	4.0000e-005	3.0000e-005	1.0337

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0428	0.3922	0.3729	6.1000e-004		0.0216	0.0216		0.0203	0.0203	0.0000	52.1184	52.1184	0.0126	0.0000	52.4327
Total	0.0428	0.3922	0.3729	6.1000e-004		0.0216	0.0216		0.0203	0.0203	0.0000	52.1184	52.1184	0.0126	0.0000	52.4327

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3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1100e-003	0.0957	0.0275	3.1000e-004	9.5500e-003	1.7000e-003	0.0112	2.7600e-003	1.6200e-003	4.3800e-003	0.0000	29.6528	29.6528	2.8000e-004	4.4500e-003	30.9862
Worker	0.0139	0.0103	0.1115	2.8000e-004	0.0297	1.8000e-004	0.0299	7.8900e-003	1.6000e-004	8.0500e-003	0.0000	25.3108	25.3108	9.4000e-004	8.4000e-004	25.5833
Total	0.0190	0.1060	0.1390	5.9000e-004	0.0392	1.8800e-003	0.0411	0.0107	1.7800e-003	0.0124	0.0000	54.9636	54.9636	1.2200e-003	5.2900e-003	56.5695

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0428	0.3922	0.3729	6.1000e-004		0.0216	0.0216		0.0203	0.0203	0.0000	52.1183	52.1183	0.0126	0.0000	52.4327
Total	0.0428	0.3922	0.3729	6.1000e-004		0.0216	0.0216		0.0203	0.0203	0.0000	52.1183	52.1183	0.0126	0.0000	52.4327

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3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1100e-003	0.0957	0.0275	3.1000e-004	4.5000e-003	1.7000e-003	6.1900e-003	1.5200e-003	1.6200e-003	3.1400e-003	0.0000	29.6528	29.6528	2.8000e-004	4.4500e-003	30.9862
Worker	0.0139	0.0103	0.1115	2.8000e-004	0.0104	1.8000e-004	0.0106	3.1600e-003	1.6000e-004	3.3200e-003	0.0000	25.3108	25.3108	9.4000e-004	8.4000e-004	25.5833
Total	0.0190	0.1060	0.1390	5.9000e-004	0.0149	1.8800e-003	0.0168	4.6800e-003	1.7800e-003	6.4600e-003	0.0000	54.9636	54.9636	1.2200e-003	5.2900e-003	56.5695

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1578	1.4445	1.5136	2.4900e-003		0.0748	0.0748		0.0704	0.0704	0.0000	214.3459	214.3459	0.0514	0.0000	215.6296
Total	0.1578	1.4445	1.5136	2.4900e-003		0.0748	0.0748		0.0704	0.0704	0.0000	214.3459	214.3459	0.0514	0.0000	215.6296

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3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0128	0.3250	0.0935	1.2400e-003	0.0393	3.6100e-003	0.0429	0.0113	3.4600e-003	0.0148	0.0000	118.8756	118.8756	7.7000e-004	0.0178	124.2057
Worker	0.0522	0.0368	0.4156	1.1000e-003	0.1220	6.9000e-004	0.1227	0.0324	6.3000e-004	0.0331	0.0000	100.8232	100.8232	3.4400e-003	3.1300e-003	101.8432
Total	0.0650	0.3618	0.5091	2.3400e-003	0.1613	4.3000e-003	0.1656	0.0438	4.0900e-003	0.0479	0.0000	219.6987	219.6987	4.2100e-003	0.0210	226.0488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1578	1.4445	1.5136	2.4900e-003		0.0748	0.0748		0.0704	0.0704	0.0000	214.3456	214.3456	0.0514	0.0000	215.6294
Total	0.1578	1.4445	1.5136	2.4900e-003		0.0748	0.0748		0.0704	0.0704	0.0000	214.3456	214.3456	0.0514	0.0000	215.6294

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3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0128	0.3250	0.0935	1.2400e-003	0.0185	3.6100e-003	0.0221	6.2400e-003	3.4600e-003	9.7000e-003	0.0000	118.8756	118.8756	7.7000e-004	0.0178	124.2057
Worker	0.0522	0.0368	0.4156	1.1000e-003	0.0428	6.9000e-004	0.0435	0.0130	6.3000e-004	0.0136	0.0000	100.8232	100.8232	3.4400e-003	3.1300e-003	101.8432
Total	0.0650	0.3618	0.5091	2.3400e-003	0.0613	4.3000e-003	0.0656	0.0192	4.0900e-003	0.0233	0.0000	219.6987	219.6987	4.2100e-003	0.0210	226.0488

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0225	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.6000e-004	4.0800e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9909	0.9909	3.0000e-005	3.0000e-005	1.0009
Total	5.1000e-004	3.6000e-004	4.0800e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9909	0.9909	3.0000e-005	3.0000e-005	1.0009

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0225	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895

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3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.6000e-004	4.0800e-003	1.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.3000e-004	1.0000e-005	1.3000e-004	0.0000	0.9909	0.9909	3.0000e-005	3.0000e-005	1.0009
Total	5.1000e-004	3.6000e-004	4.0800e-003	1.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.3000e-004	1.0000e-005	1.3000e-004	0.0000	0.9909	0.9909	3.0000e-005	3.0000e-005	1.0009

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	0.1621	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

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3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	8.0000e-004	8.9900e-003	2.0000e-005	2.6400e-003	1.0000e-005	2.6500e-003	7.0000e-004	1.0000e-005	7.1000e-004	0.0000	2.1800	2.1800	7.0000e-005	7.0000e-005	2.2020
Total	1.1300e-003	8.0000e-004	8.9900e-003	2.0000e-005	2.6400e-003	1.0000e-005	2.6500e-003	7.0000e-004	1.0000e-005	7.1000e-004	0.0000	2.1800	2.1800	7.0000e-005	7.0000e-005	2.2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	0.1621	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

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3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	8.0000e-004	8.9900e-003	2.0000e-005	9.3000e-004	1.0000e-005	9.4000e-004	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	2.1800	2.1800	7.0000e-005	7.0000e-005	2.2020
Total	1.1300e-003	8.0000e-004	8.9900e-003	2.0000e-005	9.3000e-004	1.0000e-005	9.4000e-004	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	2.1800	2.1800	7.0000e-005	7.0000e-005	2.2020

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0273	0.2417	0.3063	1.4900e-003	0.0898	2.1000e-003	0.0919	0.0241	2.0000e-003	0.0261	0.0000	140.6066	140.6066	2.6100e-003	0.0155	145.2878
Unmitigated	0.0273	0.2417	0.3063	1.4900e-003	0.0898	2.1000e-003	0.0919	0.0241	2.0000e-003	0.0261	0.0000	140.6066	140.6066	2.6100e-003	0.0155	145.2878

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	80.04	80.04	80.04	233,678	233,678
Parking Lot	0.00	0.00	0.00		
Total	80.04	80.04	80.04	233,678	233,678

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.250000	0.250000	0.250000	0.000000	0.000000	0.000000	0.000000	0.250000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.250000	0.250000	0.250000	0.000000	0.000000	0.000000	0.000000	0.250000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.5608	21.5608	3.4900e-003	4.2000e-004	21.7740
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.5608	21.5608	3.4900e-003	4.2000e-004	21.7740
NaturalGas Mitigated	1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.8137	12.8137	2.5000e-004	2.3000e-004	12.8899
NaturalGas Unmitigated	1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.8137	12.8137	2.5000e-004	2.3000e-004	12.8899

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	240120	1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.8137	12.8137	2.5000e-004	2.3000e-004	12.8899
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.8137	12.8137	2.5000e-004	2.3000e-004	12.8899

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	240120	1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.8137	12.8137	2.5000e-004	2.3000e-004	12.8899
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.2900e-003	0.0118	9.8900e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.8137	12.8137	2.5000e-004	2.3000e-004	12.8899

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	99876	9.2409	1.4900e-003	1.8000e-004	9.3323
Parking Lot	133154	12.3199	1.9900e-003	2.4000e-004	12.4417
Total		21.5608	3.4800e-003	4.2000e-004	21.7740

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	99876	9.2409	1.4900e-003	1.8000e-004	9.3323
Parking Lot	133154	12.3199	1.9900e-003	2.4000e-004	12.4417
Total		21.5608	3.4800e-003	4.2000e-004	21.7740

6.0 Area Detail

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6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0859	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004
Unmitigated	0.0859	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004
Total	0.0859	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004
Total	0.0859	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.1940	0.0876	2.0900e-003	5.0076
Unmitigated	2.1940	0.0876	2.0900e-003	5.0076

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	2.6825 / 0	2.1940	0.0876	2.0900e-003	5.0076
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2.1940	0.0876	2.0900e-003	5.0076

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	2.6825 / 0	2.1940	0.0876	2.0900e-003	5.0076
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2.1940	0.0876	2.0900e-003	5.0076

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.9190	0.1725	0.0000	7.2317
Unmitigated	2.9190	0.1725	0.0000	7.2317

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	14.38	2.9190	0.1725	0.0000	7.2317
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.9190	0.1725	0.0000	7.2317

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	14.38	2.9190	0.1725	0.0000	7.2317
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.9190	0.1725	0.0000	7.2317

9.0 Operational Offroad

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation
