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The Lindsay Travel Center Project at the Northeast Corner of Cedar Avenue & State Route 65 in Lindsay, CA

Date: January 12, 2024 (Revised March 22, 2024)

Subject: Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum

This Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report was prepared to evaluate whether the estimated criteria air pollutant, ozone precursor, toxic air contaminant (TAC), and/or greenhouse gas (GHG) emissions generated from construction and/or operation of the proposed Lindsay Travel Center Project in Lindsay, California would cause significant impacts to air resources in the project area. The respective analyses were conducted within the context of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] § 21000, et seq.). The methodology follows the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the quantification of emissions and evaluation of potential impacts to air resources[1] and the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under the California Environmental Quality Act.[2]

Project Location and Description

The Lindsay Travel Center Project consists of the construction and development of a new Travel Center located on the outskirts of northwestern Lindsay, California on 6.28 acres at the Northeast corner of Cedar Avenue and State Route 65 (SR 65). The Project site is in Tulare County at 1647 West Tulare Road, Lindsay, CA 93247. The Project is intended to attract truckers and the traveling public from SR 65.

The following land uses were modeled to estimate emissions associated with the project: a 5,439 square foot convenience market, two fast food restaurants (one with drive-through service), 16 automobile fueling positions and a six-position truck fueling facility. The project includes demolition of an existing 2,500 square foot single family residence and an existing 1,400 square foot single family residence. A single wide mobile home will also be removed from the project site.

[1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 29, 2023.

[2] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17. Website: https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf. Accessed November 29, 2023.

Construction is anticipated to be completed in a single-phase beginning in March of 2024 and last for approximately 14 months. The earliest anticipated operational date is May of 2025. The Assessor's Parcel Number (APN) associated with the project site is 199-050-67.

Land uses surrounding the project site are described below.

- North – Directly north and northwest of the project is developed farmland with a few scattered homes. Northeast of the project is the nearest dwelling unit, a single-family residence 528 feet (0.10) of a mile away.
- East – Bordering the east side of the project is cultivated farmland. A residential neighborhood in the City of Lindsay exists about one quarter mile east of the project site.
- South – South and southwest of the project site is primarily developed farmland with a few scattered rural homes. Southeast of the project is the City of Lindsay with a mix of residences, businesses and undeveloped land.
- West – West of the project is developed farmland and a few scattered residences. Roughly one quarter mile to the west of the project site on the north frontage of State Route 65, exists a Chevron gas station with three retail stores.

An aerial view of the project site and the project site plan are included as part of Attachment A.

Modeling Parameters and Assumptions

The following modeling parameters and assumptions were used to generate criteria air pollutant (including precursors), Toxic Air Contaminants (TACs), and greenhouse gas (GHG) emissions for the proposed project.

Air Pollutants and GHGs Assessed

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG), oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$).

Note that the proposed project would emit ozone precursors ROG and NO_X. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

The project does not contain sources that would produce substantial quantities of SO_X emissions during construction or operation. Modeling conducted for the project is provided in Attachment A and includes SO_2 emission estimates. No further analysis of SO_2 is required.

GHGs Assessed

This analysis was restricted to GHGs identified by AB 32, which include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The proposed project would generate a variety of GHGs, including several defined by AB 32 such as CO_2, CH_4, and N_2O.

Certain GHGs defined by AB 32 would not be emitted by the project. HFCs, PFCs, SF_6, and NF_3 are typically used in industrial applications, none of which would be used for typical Travel Center operations. Therefore, it is not anticipated that the proposed project would emit those GHGs.

GHG emissions associated with the proposed project construction, as well as future operations were estimated using CO_2 equivalent (CO_2e) emissions as a proxy for all GHG emissions. Construction GHG emissions were amortized over the lifetime of the proposed project. In order to obtain the CO_2e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO_2.

Toxic Air Containments Assessed

Diesel particulate matter (DPM)

Studies indicate that diesel particulate matter (DPM) poses the greatest health risk among airborne TACs. The California Air Resources Board (CARB) conducted a 10-year research program that demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic long-term health risk.

DPM is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases: gas and particle. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine and ultra-fine particles. The composition of these fine and ultra-fine particles may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals, and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines, such as the on-road diesel engines of trucks, buses, and cars, and off-road diesel engines that include locomotives, marine vessels, and heavy-duty equipment.[3]

For purposes of this analysis, DPM exhaust emissions are represented as particulate matter that is 10 micrometers in diameter and smaller (PM_{10}).

Asbestos

Asbestos is a fibrous mineral that both naturally occurs in ultramafic rock (a rock type commonly found in California) and is used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence or in its use as a building material. In the initial Asbestos National Emission Standards for Hazardous Air Pollutants rule promulgated in 1973, a distinction was made between building materials that would readily release asbestos fibers when damaged or disturbed (friable) and those materials that were unlikely to result in significant fiber release (non-friable). The U.S. Environmental Protection Agency (EPA) has since determined that, when severely damaged, otherwise non-friable materials can release significant amounts of

[3] California Air Resources Board (CARB). 2019. Overview: Diesel Exhaust and Health. Website: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed November 29, 2023.

asbestos fibers. Asbestos has been banned from many building materials under the Toxic Substances Control Act, the Clean Air Act, and the Consumer Product Safety Act. Naturally occurring asbestos (NOA) is known to occur in many parts of California and is commonly associated with ultramafic or serpentinite rock.

Model Selection

Criteria Pollutants and GHG Emissions—Model Selection

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. CalEEMod quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, CalEEMod identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user.

CalEEMod was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions.

CalEEMod is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as preparing CEQA or National Environmental Policy Act documents, conducting pre-project planning, and, verifying compliance with local air quality rules and regulations, etc.

The Lindsay Travel Center Project is located in the City of Lindsay, within Tulare County California and also within the San Joaquin Valley Air Basin. The modeling follows SJVAPCD guidance, where applicable, from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2022.1 (specifically, 2022.1.1.21)
- Operational emissions: CalEEMod, version 2022.1 (specifically, 2022.1.1.21)
- Operational TAC emissions: EMission FACtor (EMFAC) 2021
- Dispersion Model: American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), version 23132
- Health Risk Metric Calculations: Hot Spots Analysis & Reporting Program 2 (HARP2)

Construction DPM emissions (represented as PM_{10} exhaust) were estimated using CalEEMod version 2022.1. Operational DPM emissions (represented as PM_{10} exhaust) were estimated using EMFAC 2021.

Toxic Air Containments—Model Selection and Parameters

An air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. The air dispersion model applied in this assessment was the U.S. EPA AERMOD (version 23132) air dispersion model. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs during the construction period. The use of AERMOD provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the project site and a representative construction schedule.

The modeling analysis also considered the spatial distribution and elevation of each emitting source in relation to the sensitive receptors. Direction-dependent calculations were obtained by identifying the Universal Transverse Mercator (UTM) coordinates for each source location. Terrain elevations were obtained for the project site using the AERMAP model, the AERMOD terrain data pre-processor. The air dispersion model assessment used meteorological data from the Porterville station. The meteorological data used was preprocessed for use with AERMOD by SJVAPCD and included data for the years 2006 to 2009; all years were used in the assessment. To evaluate the proposed project's localized impacts at the point of maximum impact, all receptors were placed within the breathing zone at 1.2 meters above ground level.

For the construction period, construction emissions were assumed to be distributed over the project site with a working schedule of eight hours per day and five days per week. Emissions were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-day, 365 day-per-year averaging period. To assess impacts during construction, project operations were assessed assuming a 24-hour-per-day, and seven day-per-week schedule. Detailed parameters and complete calculations are contained in Attachment B.

Assumptions

Construction Modeling Assumptions

Schedule

The proposed project would require various tasks including site preparation, grading, building construction, paving, and architectural coating (painting). Table 1 shows the construction schedule used to estimate emissions for the purposes of assessing air quality impacts. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario since emission factors for construction equipment decrease as the analysis year increases, due to improvements in technology and more stringent regulatory requirements. Therefore, construction emissions would decrease if the construction schedule moved to later years or is phased over multiple years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required per CEQA guidelines. The site-specific construction fleet may vary due to specific project needs at the time of construction.

Table 1: Project Construction Schedule

Construction Task	Start Date	End Date	Number of Days per Week	Number of Workdays per Phase
Demolition	3/01/2024	3/29/2024	5	20
Site Preparation	3/30/2024	4/13/2024	5	10
Grading	4/14/2024	5/12/2024	5	20
Building Construction	5/13/2024	3/31/2025	5	230
Paving	4/01/2025	4/29/2025	5	20
Architectural Coating	4/30/2025	5/28/2025	5	20
Source: Modeling Assumptions and Claimed Output Files (Attachment A).				

Equipment

The off-road equipment fleet for construction were generated using default values from CalEEMod. CalEEMod generates construction fleets for construction activities based on the size of the construction areas. Construction equipment for each construction activity is shown in Table 2.

Table 2: Project Construction Equipment

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Demolition	Rubber Tired Dozers	2	8	367	0.40	Diesel
	Excavators	3	8	36	0.38	Diesel
	Concrete/Industrial Saws	1	8	33	0.73	Diesel
Site Preparation	Rubber Tired Dozers	3	8	367	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	84	0.37	Diesel
Grading	Graders	1	8	148	0.41	Diesel
	Excavators	1	8	36	0.38	Diesel
	Tractors/Loaders/Backhoes	3	8	84	0.37	Diesel
	Rubber Tired Dozers	1	8	367	0.40	Diesel
Building Construction	Forklifts	3	8	82	0.20	Diesel
	Generator Sets	1	8	14	0.74	Diesel
	Cranes	1	7	367	0.29	Diesel
	Welders	1	8	46	0.45	Diesel
	Tractors/Loaders/Backhoes	3	7	84	0.37	Diesel
Paving	Pavers	2	8	81	0.42	Diesel
	Paving Equipment	2	8	89	0.36	Diesel
	Rollers	2	8	36	0.38	Diesel
Architectural Coating	Air Compressors	1	6	37	0.48	Diesel
Source: Modeling Assumptions and CalEEMod Output Files (Attachment A).						

Vehicles Trips

Table 3 provides a summary of the construction-related vehicle trips. CalEEMod default values were used to estimate the number of construction-related vehicle trips and were supplemented with additional purpose-based trips to avoid underestimating emissions from on-road vehicles anticipated during the construction period.

The default values for hauling trips are based on the assumption that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips).

The fleet mix for worker trips is light-duty passenger vehicles to light-duty trucks. The vendor trips fleet mix is composed of a mixture of medium and heavy-duty diesel trucks. The hauling trips were assumed to be 100 percent heavy-duty diesel truck trips. CalEEMod default trip lengths for a project in Tulare County and a rural setting were used for the worker (7.7 miles), vendor (6.8 miles), and hauling (20 miles) trips.

Table 3: Construction Vehicle Trips

Construction Task	Worker Trips per Day	Vendor Trips per Day	Haul Trips per Day
Demolition	15	4	3.05
Site Preparation	17.5	4	0
Grading	15	4	31.25
Building Construction	6.59	2.78	0
Paving	15	4	0
Architectural Coating	1.3	4	0

Notes:
Additional vendor trips were added to account for delivery of materials. CalEEMod default trips account for miscellaneous trips in the building construction phases, which were retained in the modeling.
Demolition: The analysis includes demolition of 5,300 building square feet to account for the demolition of the 2,500-square-foot single-family residence, the demolition of the 1,400-square-foot single-family residence, and the removal of the existing single-wise mobile home.
Cut and fill estimates: Cut and fill are expected to balance on-site based on applicant-provided information. The analysis assumes 2,500 cubic yards of cut would be exported and 2,500 cubic yards of fill would be imported to provide a conservative estimate of emissions.
Source: Modeling Assumptions and CalEEMod Output Files (Attachment A).

Operational Modeling Assumptions

Operational emissions are those emissions that occur during operation of the proposed project. The sources are summarized below.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the proposed project site. Assumptions were based on the accompanying traffic study completed for the project. Modeling was completing using the

reported number of average daily trips (8,276 average daily trips) for the travel center project.[4,5] Pass-by trips are assumed to already be on the local roads; however, unlike internal capture, vehicles making pass-by trips are not necessarily making a single trip to visit multiple land uses within the project site. For the purposes of estimating air pollutant emissions, it is appropriate to account for the project-generated trips that would travel to and from the project site. Trips provided in the project-specific traffic study (after reductions from internal capture) and the CalEEMod default trip types were applied in the analysis. Please see Attachment A for detailed assumptions.

Trip Lengths

The CalEEMod default round trip lengths for a rural setting in Tulare County were used in this analysis. Trip lengths are for primary trips. Trip purposes are primary, diverted, and pass-by trips. Diverted trips take a slightly different path than a primary trip. The CalEEMod defaults for percentages of primary, diverted, and pass-by trips were used in the analysis.

Vehicle Fleet Mix

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the proposed project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline- and diesel-powered vehicles). The vehicle fleet mixes were revised to reflect trips appropriate for each land use type. For instance, the fleet mix for the land use used to represent the 1,344 trips generated by heavy truck fueling was assumed to be comprised entirely of heavy-duty trucks (represented in CalEEMod as LHD1, LHD1, MHD, and HHD). See Appendix A for detailed assumptions.

Area Sources

Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. “Consumer Product” means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings. CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products were used.

Architectural Coatings (Painting)

Paints release VOC emissions. The buildings included as part of the proposed project, including the main travel center/convenience store, would be repainted on occasion. CalEEMod defaults were used for this purpose.

Landscaping Emissions

[4] LAV/Pinnacle Consulting & Engineering Services. Last Revised August 14, 2023. Traffic Impact Study - Gas Station with Convenience Market, Fast Food Restaurants, and Truck Fueling Facility at Northeast Corner of State Highway 65 and Cedar Avenue, Tulare County, California.

[5] The project results in 8,276 daily trips after a five (5) percent reduction applied for internal capture.

CalEEMod estimates a total of 180 days for which landscaping equipment would be used to estimate potential emissions for the proposed project.

Indirect Emissions

For GHG emissions, CalEEMod contains calculations to estimate indirect GHG emissions. Indirect emissions are emissions where the location of consumption or activity is different from where actual emissions are generated. For example, electricity would be consumed at the proposed project site; however, emissions associated with producing that electricity are generated off-site at a power plant. Since the electricity can vary greatly based on locations, the user should override these values if they have more specific information regarding their specific water supply and treatment.

Energy Use

The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size.

The Renewables Portfolio Standard (RPS) took effect in 2020. The Renewable Electricity Standard requires that electricity providers include a minimum of 33 percent renewable energy in their portfolios by the year 2020. The utilities in California will be required to increase the use of renewable energy sources to 60 percent by 2030.

Other Indirect Emissions (Water Use, Wastewater Use, and Solid Waste)

CalEEMod includes calculations for indirect GHG emissions for electricity consumption, water consumption, and solid waste disposal. For water consumption, CalEEMod calculates embedded energy (e.g., treatment, conveyance, distribution) associated with providing each gallon of potable water to the project. For solid waste disposal, GHG emissions are associated with the disposal of solid waste generated by the proposed project into landfills. CalEEMod default data were used for inputs associated with solid waste.

AIR QUALITY

Environmental Setting

Air quality impacts are both local and regional. Regional and local air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The project is located in Lindsay, within Tulare County. The project site and Tulare County are in the San Joaquin Valley Air Basin (Air Basin or SJV Air Basin), which experiences some of the most challenging environmental conditions for air quality in the nation. The following section describes these conditions as they pertain to the Air Basin. The information in this section is primarily from the SJVAPCD's GAMAQI.[6]

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. The SJVAPCD covers the entirety of the SJV Air Basin. The Air Basin is generally shaped like a bowl. It is open in the north and is surrounded by mountain ranges on all other sides. The Sierra Nevada mountains are along the eastern boundary (8,000 to 14,000 feet in elevation), the Coast Ranges are along the western boundary (3,000 feet in elevation), and the Tehachapi Mountains are along the southern boundary (6,000 to 8,000 feet in elevation).

Climate

The climate is important for air quality because of differences in the atmosphere's ability to trap pollutants close to the ground, which creates adverse air quality; inversely, the atmosphere's ability to rapidly disperse pollutants over a wide area prevents high concentrations from accumulating under different climatic conditions. The SJV Air Basin has an "inland Mediterranean" climate and is characterized by long, hot, dry summers and short, foggy winters. Sunlight can be a catalyst in the formation of some air pollutants (such as ozone); the SJV Air Basin averages over 260 sunny days per year.

Inversion layers are significant in determining pollutant concentrations. Concentration levels can be related to the amount of mixing space below the inversion. Temperature inversions that occur on the summer days are usually encountered 2,000 to 2,500 feet above the valley floor. In winter months, overnight inversions occur 500 to 1,500 feet above the valley floor.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the SJV Air Basin form natural horizontal barriers to the dispersion of air contaminants. The wind generally flows south-southeast through the valley, through the Tehachapi Pass and into the Mojave Desert Air Basin portion of Kern County. As the wind moves through the SJV Air Basin, it mixes with the air pollution generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter.

[6] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 29, 2023.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong, low-level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of $PM_{2.5}$ and PM_{10}.

Criteria Air Pollutants

The Federal Clean Air Act (FCAA) establishes the framework for modern air pollution control. The FCAA, enacted in 1970 and amended in 1990, directs the U.S. EPA to establish ambient air quality standards. These standards are divided into primary and secondary standards. The primary standards are set to protect human health, and the secondary standards are set to protect environmental values, such as plant and animal life. The FCAA requires the EPA to set National Ambient Air Quality Standards for the six criteria air pollutants. These pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides, and lead.

Toxic Air Contaminants

A toxic air contaminant (TAC) is an air pollutant not included in the California Ambient Air Quality Standards, but TACs are considered hazardous to human health. Toxic air contaminants are defined by the California Air Resources Board (CARB) as those pollutants that, “may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health.”

The health effects associated with TACs are generally assessed locally rather than regionally. Toxic air contaminants can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; TACs can also cause short-term acute effects such as eye watering, respiratory irritation, running nose, throat pain, and headaches. For evaluation purposes, TACs are separated into carcinogens and noncarcinogens. Carcinogens are assumed to have no safe threshold below which health impacts would not occur, and the cancer risk is expressed as excess cancer cases per one million exposed individuals (typically over a lifetime of exposure).

TACs of concern assessed in this analysis include asbestos, DPM, and benzene.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics.

Air Quality Standards

The Clean Air Act requires states to develop a general plan to attain and maintain the standards in all areas of the country and a specific plan to attain the standards for each area designated nonattainment. These plans, known as State Implementation Plans or SIPs, are developed by state and local air quality management agencies and submitted to EPA for approval.

The SIP for the State of California is administered by the CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for each regional air district. SIPs are prepared by the regional air district and sent to CARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

The CARB also administers the California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the California Clean Air Act. The 10 state air pollutants include the six federal criteria pollutant standards listed above as well as visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The federal and state ambient air quality standards are summarized in Table 4.

Table 4: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
Ozone	1 Hour	0.09 ppm (180 µg/m^3)	—	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m^3)	0.070ppm (137 µg/m^3)	
Respirable Particulate Matter	24 Hour	50 µg/m^3	150 µg/m3	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m^3	—	
Fine Particulate Matter	24 Hour	—	35 µg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	
Carbon Monoxide	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	—
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	—	—
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
	3 Hour	—	—	0.5 ppm (1300 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	—

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
Lead	30-Day Average	1.5 µg/m^3	—	—
	Calendar Quarter	—	1.5 µg/m^3	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m^3	
Visibility-Reducing Particles	8 Hour	See Footnote 1	No National Standards	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

Notes:
1 - In 1989, the CARB converted both the general statewide 10-mile visibility standard 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.
µg/m3 =micrograms per cubic meter
CARB = California Air Resources Board
mg/m3 = milligrams per cubic meter
ppm = parts per million
Source: California Air Resources Board (CARB). 2017. Air Quality Standards. Website: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status. Accessed November 29, 2023.

Federal and state air quality laws require identification of areas not meeting the ambient air quality standards. These areas must develop regional air quality plans to eventually attain the standards. The SJV Air Basin is designated nonattainment for ozone, PM_{10}, and $PM_{2.5}$.[7]

Thresholds of Significance

Project-level Thresholds

The CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the proposed project must be evaluated.

This analysis uses the air quality significance thresholds contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the proposed project would:

a) Conflict with or obstruct implementation of the applicable air quality plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.

[7] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2017. Ambient Air Quality Standards & Valley Attainment Status. Website: https://www.valleyair.org/aqinfo/attainment.htm. Accessed November 29, 2023.

c) Expose sensitive receptors to substantial pollutant concentrations.

d) Create objectionable odors affecting a substantial number of people.

The City of Lindsay has not established specific CEQA significance thresholds. Where available guidance provided by the applicable air district can be used to make significance determinations for the CEQA questions listed above. While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the SJVAPCD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions in accordance with the Appendix G requirements. If a Lead Agency finds that a project has the potential to exceed these air pollution thresholds, according to the SJVAPCD, the project should be considered to have significant air quality impacts.

Air pollutant emissions have regional effects and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are also assessed using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for ROG and NO_X; SO_X, CO, PM_{10}, and $PM_{2.5}$.

Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The SJVAB often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM_{10}, and $PM_{2.5}$; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

The SJVAPCD has adopted significance thresholds for construction-related and operational emissions. These thresholds will be identified and addressed in the appropriate section of this document.

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. Once operational, some diesel-fueled vehicles would access the project site. The following project-specific health risk significance thresholds are applied in this analysis:

- Maximum Incremental Cancer Risk: >=20 in 1 million.
- Hazard Index (project increment) >=1.0.

Fugitive Dust

Construction

Fugitive dust would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. Therefore, adherence to Regulation VIII would be required during construction of the proposed project. Regulation VIII would require fugitive dust control measures that are consistent with best management practices (BMPs) established by the SJVAPCD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

The SJVAPCD (SJVAPCD or District) adopted Regulation VIII in 1993 and its most recent amendments became effective on October 1, 2004. This is a basic summary of the regulation's requirements as they apply to construction sites. These regulations affect all workers at a regulated construction site, including everyone from the landowner to the subcontractors. Violations of Regulation VIII are subject to enforcement action including fines.[8]

Visible Dust Emissions may not exceed 20 percent opacity during periods when soil is being disturbed by equipment or by wind at any time. Visible Dust Emissions opacity of 20 percent means dust that would obstruct an observer's view of an object by 20 percent. District inspectors are state certified to evaluate visible emissions. Dust control may be achieved by applying water before/during earthwork and onto unpaved traffic areas, phasing work to limit dust, and setting up wind fences to limit windblown dust.

Soil Stabilization is required at regulated construction sites after normal working hours and on weekends and holidays. This requirement also applies to inactive construction areas such as phased projects where disturbed land is left unattended. Applying water to form a visible crust on the soil and restricting vehicle access are often effective for short-term stabilization of disturbed surface areas. Long-term methods including applying dust suppressants and establishing vegetative cover.

Carryout and Trackout occur when materials from emptied or loaded vehicles falls onto a paved surface or shoulder of a public road or when materials adhere to vehicle tires and are deposited onto a paved surface or shoulder of a public road. Should either occur, the material must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder. Using a blower device or dry sweeping with any mechanical device other than a PM10-efficient street sweeper is a violation. Larger construction sites, or sites with a high amount of traffic on one or more days, must prevent carryout and trackout from occurring by installing gravel pads, grizzlies, wheel washers, paved interior roads, or a combination thereof at each exit point from the site. In many cases, cleaning up trackout with water is also prohibited as it may lead to plugged storm drains. Prevention is the best method.

Unpaved Access and Haul Roads, as well as unpaved vehicle and equipment traffic areas at construction sites must have dust control. Speed limit signs limiting vehicle speed to 15 mph or less at construction sites must be posted every 500 feet on uncontrolled and unpaved roads.

[8] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2007. Compliance Assistance Bulletin. Website: http://www.valleyair.org/busind/comply/pm10/forms/RegVIIICAB.pdf. Accessed November 29, 2023.

Storage Piles and Bulk Materials have handling, storage, and transportation requirements that include applying water when handling materials, wetting or covering stored materials, and installing wind barriers to limit visible dust emissions. Also, limiting vehicle speeds, loading haul trucks with a freeboard of six inches or greater along with applying water to the top of the load, and covering the cargo compartments are effective measures for reducing visible dust emissions and carryout from vehicles transporting bulk materials.

Dust Control Plans identify the dust sources and describe the dust control measures that will be implemented before, during, and after any dust generating activity for the duration of the project. Owners or operators are required to submit plans to the SJVAPCD at least 30 days prior to commencing the work for the following:

- Residential developments of ten or more acres of disturbed surface area.
- Non-residential developments of five or more acres of disturbed surface area.
- The relocation of more than 2,500 cubic yards per day of materials on at least three days.

Operations may not commence until the SJAVPCD has approved the Dust Control Plan. A copy of the plan must be on site and available to workers and District employees. All work on the site is subject to the requirements of the approved dust control plan. A failure to abide by the plan by anyone on site may be subject to enforcement action.

Record Keeping is required to document compliance with the rules and must be kept for each day any dust control measure is used. The SJVAPCD has developed record forms for water application, street sweeping, and “permanent” controls such as applying long term dust palliatives, vegetation, ground cover materials, paving, or other durable materials. Records must be kept for one year after the end of dust generating activities (Title V sources must keep records for five years).

Exemptions exist for several activities. Those occurring above 3,000 feet in elevation are exempt from all Regulation VIII requirements. Further, Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities exempts the following construction and earthmoving activities:

- Blasting activities permitted by California Division of Industrial Safety.
- Maintenance or remodeling of existing buildings provided the addition is less than 50% of the size of the existing building or less than 10,000 square feet (due to asbestos concerns, contact the SJVAPCD at least two weeks ahead of time).
- Additions to single family dwellings.
- The disking of weeds and vegetation for fire prevention on sites smaller than ½ acre.
- Spreading of daily landfill cover to preserve public health and safety and to comply with California Integrated Waste Management Board requirements.

Nuisances are prohibited at all times because District Rule 4102 – Nuisance applies to all construction sources of fugitive dust, whether or not they are exempt from Regulation VIII. It is important to monitor dust-generating activities and implement appropriate dust control measures to limit the public’s exposure to fugitive dust.

Environmental Impact Analysis

This section discusses potential impacts related to air quality associated with the proposed project and provides mitigation measures where necessary.

Impact AIR-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP). An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional thresholds identified by the District for Regional Air Pollutants.

2. Will the project comply with applicable control measures in the AQPs? The primary control measures applicable to development projects include Regulation VIII—Fugitive PM_{10} Prohibitions and Rule 9510 Indirect Source Review.

Contribution to Air Quality Violations

A measure for determining if the project is consistent with the air quality plans is if the project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. Regional air quality impacts and attainment of standards are the result of the cumulative impacts of all emission sources within the air basin. Individual projects are generally not large enough to contribute measurably to an existing violation of air quality standards. Therefore, the cumulative impact of the project is based on its cumulative contribution. Because of the region's nonattainment status for ozone, $PM_{2.5}$, and PM_{10}—if project-generated emissions of either of the ozone precursor pollutants (ROG and NO_X), PM_{10}, or $PM_{2.5}$ would exceed the SJVAPCD's significance thresholds—then the project would be considered to contribute to violations of the applicable standards and conflict with the attainment plans.

As shown in Table 5 and Table 6 under Impact AIR-2 below, the project's construction and operational regional emissions would not exceed SJVAPCD's regional criteria pollutant emissions quantitative thresholds. Therefore, the proposed project would not be considered in conflict with or obstruct implementation of the applicable air quality plan based on this criterion.

Compliance with Applicable Control Measures

SJVAPCD's AQPs contain a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A description of rules and regulations that apply to this project is provided below.

> **SJVAPCD Rule 9510—Indirect Source Review (ISR)** is a control measure in the 2006 PM_{10} Plan that requires NO_X and PM_{10} emission reductions from development projects in the San Joaquin Valley. The NO_X emission reductions help reduce the secondary formation of PM_{10} in the atmosphere (primarily ammonium nitrate and ammonium sulfate) and also reduce the formation of ozone. Reductions in directly emitted PM_{10} reduce particles such as dust, soot, and aerosols. Rule 9510 is also a control measure in the 2016 Plan for the 2008 8-Hour Ozone Standard. Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site measures or pay off-site mitigation fees. The proposed project would be subject to Rule 9510.
>
> **Regulation VIII—Fugitive** PM_{10} **Prohibitions** is a control measure that is one main strategies from the 2006 PM_{10} for reducing the PM_{10} emissions that are part of fugitive dust. Residential projects over 10 acres and non-residential projects over 5 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The project will be required to comply with Regulation VIII and would implement dust control measures during the construction period.
>
> **Rule 2201—New and Modified Stationary Source Review Rule** requires the review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards. Components of the project may be required to obtain permits and abide by associated regulations set forth by Rule 2201.

Other control measures that apply to the project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in VOC emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and the coatings, so project compliance is ensured without additional mitigation measures.

The project would comply with all applicable SJVAPCD rules and regulations. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality attainment plan under this criterion.

Conclusion

As described above, the proposed project's construction and operational regional emissions would not exceed SJVAPCD's regional criteria pollutant emissions quantitative thresholds. Furthermore, the proposed project would comply with all applicable SJVAPCD rules and regulations. Accordingly, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, and, therefore, this impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
No mitigation measures are necessary.

Impact AIR-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Impact Analysis

To result in a less than significant impact, the following criteria must be true:

1. Regional analysis: emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the District in its GAMAQI.
2. Summary of projections: the project must be consistent with current air quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.
3. Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants. This approach correlates the significance of the regional analysis with health effects, consistent with the court decision, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-20.

Regional Emissions

Air pollutant emissions have both regional and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are assessed under Impact AIR-3—Sensitive Receptors using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$.

Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. The Air Basin often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The Air Basin also exceeds air quality standards for PM_{10}, and $PM_{2.5}$; therefore, substantial project emissions may contribute to an exceedance for these pollutants. The SJVAPCD's annual emission significance thresholds used

for the project define the substantial contribution for both operational and construction emissions as follows:

- 100 tons per year CO
- 10 tons per year NO_X
- 10 tons per year ROG
- 27 tons per year SO_X
- 15 tons per year PM_{10}
- 15 tons per year $PM_{2.5}$

The project does not contain sources that would produce substantial quantities of SO_2 emissions during construction and operation. Modeling conducted for the project show that SO_2 emissions are well below the SJVAPCD GAMAQI thresholds, as shown in the modeling results contained in Attachment A. No further discussion of SO_2 is required.

Construction Emissions

Construction activities associated with development of the proposed project would include site preparation, grading, building construction, paving, and architectural coatings. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. During construction, fugitive dust would be generated from earth-moving activities. Exhaust emissions would also be generated from off-road construction equipment and construction-related vehicle trips. Emissions associated with construction of the proposed project are discussed below.

Table 5 provides the construction emissions estimate for the proposed project. Please refer to the Modeling Parameters and Assumptions section of this technical memorandum for details regarding assumptions used to estimate construction emissions. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required pursuant to CEQA guidelines.

Table 5: Construction Regional Air Pollutant Annual Emissions (Unmitigated)

	Air Pollutants (ton/year)				
Parameter	**ROG**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition (2024)	0.027	0.254	0.225	0.016	0.011
Site Preparation (2024)	0.019	0.181	0.169	0.048	0.027
Grading (2024)	0.020	0.214	0.202	0.045	0.023
Building Construction (2024)	0.103	0.946	1.119	0.060	0.040
Building Construction (2025)	0.037	0.340	0.429	0.021	0.014
Paving (2025)	0.021	0.077	0.106	0.006	0.003
Architectural Coating (2025)	0.082	0.010	0.013	0.002	0.000
Total Project Construction Emissions (tons/year)	**0.309**	**2.022**	**2.263**	**0.198**	**0.118**
Significance Threshold (tons/year)	**10**	**10**	**100**	**15**	**15**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**	**No**

Notes:
PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
ROG = reactive organic gases
Source: CalEEMod Output (Attachment A).

As shown in Table 5, estimated emissions from construction of project are below the SJVAPCD significance thresholds. Therefore, the regional construction emissions would be less than significant on a project basis.

Operational Emissions

As previously discussed, the pollutants of concern include ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$. Emissions were assessed for full buildout operations in the 2025 operational year. The 2025 operational year was chosen as it would be the earliest year the project is anticipated to become operational. Emissions were estimated for full project buildout in the earliest operational year, thus generating the full amount of expected operational activity. The SJVAPCD Criteria Air Pollutant Significance thresholds were used to determine impacts. Operational annual emissions are shown in Table 6 below.

Table 6: Operational Annual Emissions for Full Buildout (Unmitigated)

	Tons per Year				
Emissions Source	**ROG**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area	0.06	< 0.01	0.07	< 0.01	< 0.01
Energy Consumption	< 0.01	0.03	0.02	< 0.01	< 0.01
Mobile (On-road Vehicles)	5.46	14.28	36.62	8.73	2.42
Total Project Annual Emissions	**5.52**	**14.31**	**36.71**	**8.73**	**2.42**
Total Project Annual Emissions After Compliance with SJVAPCD Rule 9510*	**5.52**	**9.54**	**36.71**	**5.82**	**2.42**
Thresholds of Significance	**10**	**10**	**100**	**15**	**15**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**	**No**

Notes:
NO_X = oxides of nitrogen
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
PM_{10} = particulate matter 10 microns or less in diameter
ROG = reactive organic gases
* SJVAPCD Rule 9510 – Indirect Source Review requires that applicants reduce 33.3% of the project's operational baseline NO_X emissions and 50% of the project's operational baseline PM_{10} emissions for the first ten years of project operations.
Source: CalEEMod Output (Attachment A).

As shown in Table 6, the proposed project would not result in net operational-related air pollutants or precursors that would exceed the applicable thresholds of significance after

compliance with SJVAPCD Rule 9510 – Indirect Source Review. Therefore, project operations would not be considered to have the potential to generate a significant quantity of air pollutants; long-term operational impacts associated with the project's criteria pollutant emissions would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

Impact AIR-3 Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

Emissions occurring at or near the project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest existing sensitive receptors (to the site area) are residences: northeast of the project is the nearest sensitive receptor, a single-family residence 528 feet (0.10) of a mile away. North of the project is another residence 844.8 feet (0.16) of a mile away. West of the Project there is an existing residence 1,108.8 feet (0.21) of a mile away. East of the project the nearest residence is 686 feet (0.13) of a mile away. South of the project the nearest residence is 1,108 feet (0.21) of a mile away.

The nearest school to the project is Jefferson Elementary School 3,907.2 feet (0.74) of a mile away. All other schools in Lindsay are over one mile away from the project.

The nearest Child Daycare Facility is Martha Galindo's Daycare 950.4 feet (0.18 miles) from the project site. All other daycares in Lindsay are over one (1) mile away from the project site.

The nearest senior healthcare facility is Lindsay Gardens Nursing and Rehabilitation east of the project site 1,478.4 feet (0.28) of a mile away.

There are currently no hospitals in Lindsay; however, there are a few healthcare facilities. The nearest healthcare clinic is Kaweah Health Lindsay Clinic 4,540.8 feet (0.86) of a mile away to the east of the project.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air

quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO_2, SO_X, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 7 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 7: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction

Source	On-site Emissions (pounds per day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Highest Daily Construction (2024)	3.74	36.06	33.28	9.46	5.43
Highest Daily Construction (2025)	8.23	10.52	13.19	0.62	0.42
Entire Project Construction Duration					
Maximum Daily On-site Emissions	**8.23**	**36.06**	**33.28**	**9.46**	**5.43**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Note: Overlap of construction activities is based on the construction schedule shown in Table 1 and Attachment A.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 29, 2023.

Operation: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Localized impacts could occur in areas with a single large source of emissions—such as a power plant—or at locations with multiple sources concentrated in a small area, such as a distribution center. Although Travel Center development projects are typically less likely to cause a localized air quality impact compared to land uses with large sources of emissions or multiple concentrated sources of emissions, the proposed project would emit air pollutants that have the potential to create a localized impact. The maximum daily operational emissions

would occur at project buildout, which was assumed to occur in 2025 for the purposes of providing a conservative estimate of emissions. Operational emissions include those generated on-site by area sources such as consumer products, and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site. To assess localized air impacts, motor vehicle emissions were estimated for on-site and localized operations using an adjusted trip length of 0.5 mile.

As shown in Table 8 below, operational modeling of on-site emissions for the project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

Table 8: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations

Source	On-site Emissions (pounds per day)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area	0.40	0.00	0.74	0.00	0.00
Energy Consumption	0.01	0.16	0.13	0.01	0.01
Mobile (On-road Vehicles)	24.56	16.62	389.14	3.13	0.87
Daily Total	**24.97**	**16.78**	**390.02**	**3.14**	**0.88**
Significance Thresholds	**—**	**100**	**100**	**100**	**100**
Exceed Screening Thresholds?	**—**	**No**	**Yes**	**No**	**No**

Source of Emissions: CalEEMod Output (Attachment A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 29, 2023.

As shown in Table 8 above, the proposed project would exceed the SJVAPCD 100-pound-per-day screening threshold for CO but would not exceed other operational screening thresholds for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation for NO_X, PM_{10}, or $PM_{2.5}$. Further analysis is needed to determine whether would be significant for CO, which is provided below.

As shown in Table 8, the majority of CO emissions would be from mobile sources, such as passenger vehicles driven by customer and employees to access the project site and visiting heavy-duty trucks. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Accordingly, vehicle emissions standards have become increasingly more stringent to help remedy this impact.

The analysis prepared for CO attainment in the South Coast Air Basin (SoCAB) by the South Coast Air Quality Management District (SCAQMD) has been used to assist in evaluating potential for CO exceedances in other air basins. Although the SoCAB and the SCAQMD would not be the applicable air basin or air district for the project, applying this guidance is appropriate in this analysis because CO exceedances are caused by idling vehicles and regardless of air district. For example, any project-generated vehicles trips would result in idling of passenger vehicles or trucks at the project site and on adjacent roadways that could lead to a CO exceedance. The CO hotspot analysis contained in the SCAQMD 1992 CO Plan is used to determine potential CO hotspot impacts from the proposed project, because by using the 1992 CO Plan as a worst-case scenario, the proposed project can measure CO impacts against intersections that experienced significantly more vehicle traffic than adjacent to the proposed project. The 1992 CO Plan is used a worst-case scenario because it included a CO hot spot analysis for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. Subsequently the CO Plan determined that no CO hotspot would occur even with 100,000 vehicles per day at this one intersection.

The traffic volumes near the project site, with project trips, are provided in the project-specific traffic impact analysis. The project-specific traffic impact study reported the number of average daily trips for the travel center project: 8,712 average daily trips before reductions for pass-by and internal capture and 8,276 average daily trips after internal capture, 6,534 average daily trips after reductions from pass-by and internal capture.[9] The traffic volumes at intersections in the study area around the project are lower than what was analyzed in the 1992 CO Plan. Therefore, none of the intersections near the project site would have peak-hour traffic volumes exceeding those at the intersections modeled in the 1992 CO Plan, nor would there be any reason unique to the local meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail because the project site is not located in an area where air flow would be severely restricted, such as a tunnel or canyon. In conclusion, the addition of the proposed project's daily trips would not generate a CO hotspot at local intersections and operational CO impact would be less than significant.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million).

[9] LAV/Pinnacle Consulting & Engineering Services. Last Revised August 14, 2023. Traffic Impact Study - Gas Station with Convenience Market, Fast Food Restaurants, and Truck Fueling Facility at Northeast Corner of State Highway 65 and Cedar Avenue, Tulare County, California.

A project-level assessment was conducted of the potential community health risk and health hazard impacts on surrounding sensitive receptors resulting from the emissions of TACs during construction. A summary of the assessment is provided below, while the detailed assessment is provided in Attachment B.

Construction activity using diesel-powered equipment emits DPM, a known carcinogen. Diesel particulate matter includes exhaust PM_{10} and exhaust $PM_{2.5}$. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk.[10] Health risks from TACs are a function of both concentration and duration of exposure. Construction diesel emissions are temporary, affecting an area for a period of weeks or months. Additionally, construction-related sources are mobile and transient in nature.

The health risk assessment evaluated DPM (represented as exhaust PM_{10}) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within approximately 1,000 feet of the project boundary.

The project site is located within 1,000 feet of existing sensitive receptors that could be exposed to diesel emission exhaust during the construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest (i.e., receptors at nearby residences). A maximally exposed receptor (MER) was determined for construction and through the use of the dispersion modeling. A graphical representation of the inputs used in the dispersion modeling, including the locations of modeled receptor locations, is included as part of Attachment B.

Table 9 presents a summary of the proposed project's construction cancer risk and chronic non-cancer hazard impacts at the MER from project construction prior to the application of any equipment mitigation.

Table 9: Health Risks from Unmitigated Project Construction

Scenario	Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards from Project Construction to the Off-site MER[1]			
Unmitigated Project Construction	Risks and Hazards at the MER	2.70	0.002
	Applicable Threshold of Significance	**20**	**1**
	Exceeds Individual Source Threshold?	No	No

Notes:

MER = Maximally Exposed Receptor

[1] The MER was determined to be an existing residence located east of the project site at 36°12'39.5"N 119°06'36.0"W

Source: Attachment B.

[10] California Air Resources Board (CARB). 2015. The Report on Diesel Exhaust. Website: https://ww2.arb.ca.gov/sites/default/files/classic/toxics/dieseltac/de-fnds.htm. Accessed November 29, 2023.

As shown in Table 9, estimated health risk metrics from elevated DPM concentrations during construction of the proposed project would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MER. Therefore, the proposed project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Operations

Operational DPM

As described in the traffic study prepared for the proposed project, the project is expected to generate 8,276 average daily trips after reductions from internal capture.[11] The proposed project would primarily generate trips associated with employees, customers, and visitors traveling to and from the project site. The travel center project would attract heavy-duty truck trips, as diesel truck fueling and truck parking would be provided.

DPM emissions were estimated for the project-generated truck trips using EMFAC 2021 to assess the project's potential to generate elevated levels of TACs from project heavy-duty truck trips. Sources included the following from project-generated heavy-duty diesel-fueled trucks: on-site idling, on-site medium-heavy duty and heavy-heavy duty truck travel (assessed at 5-15 mph), and localized off-site truck travel (assessed at 10-25 mph). Detailed assumptions are provided in Attachment B. AERMOD and HARP2 were then used to estimate health risks. The results of the operational HRA from project-generated sources of DPM during operations are summarized below, while the complete assessment is included as part of Attachment B.

Table 10: Summary of the Health Impacts Risk Impacts (Operational DPM Emissions)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index
70-Year Exposure at the MER	10.28	0.002
Applicable Threshold of Significance	**20**	**1**
Exceeds Individual Source Threshold in Any Scenario?	**No**	**No**
Notes: MER = Maximally Exposed Receptor Operational DPM MER Location: 36°12'39.5"N 119°06'36.0"W Source: Attachment B.		

As shown in Table 10, the project would not exceed the applicable cancer risk or chronic risk threshold levels. The primary source of the DPM emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations from non-permitted sources would be less than significant. In addition, these health risk values were

[11] LAV/Pinnacle Consulting & Engineering Services. Last Revised August 14, 2023. Traffic Impact Study - Gas Station with Convenience Market, Fast Food Restaurants, and Truck Fueling Facility at Northeast Corner of State Highway 65 and Cedar Avenue, Tulare County, California.

added to the project's health risk metrics from the generation of benzene to determine total health risks during operations and a total combined value from project construction and operations (see below).

Gasoline Station (Benzene)

Out of the toxic compounds emitted from gasoline stations, benzene, ethylbenzene, and naphthalene have cancer toxicity values. However, benzene is the TAC which drives the risk, accounting for 85 percent of cancer risk from gasoline vapors. Furthermore, benzene constitutes more than three to four times the weight of gasoline than ethylbenzene and naphthalene, respectively.[12] Therefore, ethylbenzene and naphthalene have not been modeled and are instead considered significant in the case that benzene emissions are significant. Additionally, there are substances emitted from gasoline stations, such as toluene and xylene which possess acute adverse health effects (though not cancer risk). However, it is not until the benzene concentrations are more than two orders of magnitude above 10 in one million that the emissions of toluene and xylene begin to cause adverse health effects.[13] Therefore, toluene and xylene emissions have not been modeled and are instead considered significant in the case that benzene concentrations are identified at two orders of magnitude above 10 in one million cancer risk.

Emissions sources in the model include proposed on-site fuel storage tanks and fuel dispensers. The proposed project contemplates underground fuel storage tanks and twelve gasoline fueling stations (twelve gasoline vehicle fueling positions). In addition, the project includes one diesel pump (one diesel fueling position). The specific processes associated with fuel storage tanks and gasoline fuel dispensers that emit air toxics include loading, breathing, refueling, and spillage, as described below:

- Loading – Emissions occur when a fuel tanker truck unloads gasoline into the storage tanks. The storage tank vapors, displaced during loading, are emitted through its vent pipe. (A required pressure/vacuum valve installed on the tank vent pipe significantly reduces these emissions.)
- Breathing – Emissions occur through the storage tank vent pipe as a result of temperature and pressure changes in the tank vapor space.
- Refueling – Emissions occur during motor vehicle refueling when gasoline vapors escape through the vehicle/nozzle interface.
- Spillage – Emissions occur from evaporating gasoline that spills during vehicle refueling.

Loading and breathing emissions exit the underground storage tank vent pipe and are thus treated as a point source. The height and diameter of the vent are assumed to be 3.66 meters and 0.05 meters, respectively. Refueling and spillage emissions are modeled as volume sources with a vertical dimension of 5 meters to correspond to the height of the canopy. For refueling, the release height is assumed to be 1 meter to approximate the height of a vehicle

[12] South Coast Air Quality Management District (SCAQMD). 2015. Risk Assessment Procedures for Rules 1401, 1401.1, and 212. Website:http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/appx_1401riskassessproc_071517nw.pdf. Accessed May 20, 2022.

[13] California Air Pollution Control Officers Association (CAPCOA). 1997. Gasoline Service Station Industrywide Risk Assessment Guidelines. Website: https://www.co.monterey.ca.us/home/showdocument?id=22409. Accessed May 20, 2022.

fuel tank inlet, whereas spillage emissions are assumed to be released at ground level since nearly all the gasoline from spillage reaches the ground.

The model was run to obtain the peak 24-hour and annual average concentration in micrograms per cubic meter [µg/m^3] at nearby sensitive receptors.

The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual[14] and the Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual.[15]

Results of the health risk analysis from operations of the proposed gasoline station are summarized in Table 11. Health risk metrics are shown for the MER for each TAC, which presents a conservative estimate of overall health risk metrics when combined. The complete emission estimate calculations, AERMOD data, and HARP2 calculations are included in Attachment B of this memorandum.

Table 11: Summary of the Health Impacts from Operations of the Proposed Gasoline Station (70-year Exposure Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard from Maximum Hourly Exposure
70-Year Exposure at the MER from Benzene	0.17	0.001	0.008
70-Year Exposure at the MER from DPM	10.28	0.002	0.000
Total Exposure from Project Operations	**10.45**	**0.003**	**0.008**
Total Exposure from Project Construction[1] and Operations	**13.15**	**0.005**	**0.008**
Applicable Threshold of Significance	**20**	**1**	**1**
Exceeds Individual Source Threshold in Any Scenario?	**No**	**No**	**No**

Notes:
MER = Maximally Exposed Receptor
Operational DPM MER Location: 36°12'39.5"N 119°06'36.0"W
[1] See Table 9 for a summary of estimated health risk metrics from project construction.
Source: Attachment B.

As shown above in Table 11, the project calculated health metrics from the proposed project's operational emissions would not exceed the cancer risk significance threshold, non-cancer hazard index significance threshold, or acute non-cancer hazard at the MER. Therefore, the proposed project would not result in a significant impact on nearby sensitive receptors from project-generated TACs during operations.

[14] United States Environmental Protection Agency (U.S. EPA). 1991. Human Health Evaluation Manual. Website: https://www.epa.gov/sites/default/files/2015-11/documents/defaultExposureParams.pdf. Accessed May 20, 2022.
[15] Office of Environmental Health Hazard Assessment (OEHHA). 2015. Risk Assessment Guidelines. Website: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed May 20, 2022.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Coast (San Luis Obispo County) regions.[16] California experienced 7,517 new probable or confirmed cases of Valley fever in 2022. A total of 319 suspect, probable, and confirmed Valley fever cases were reported in Tulare County in 2022.[17]

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2) Old (prehistoric) Indian campsites near fire pits
3) Areas with sparse vegetation and alkaline soils
4) Areas with high salinity soils
5) Areas adjacent to arroyos (where residual moisture may be available)
6) Packrat middens
7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

[16] Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed November 29, 2023.

[17] California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January – April 2023 (as of April 30, 2023). Website: https://www.cdph.ca.gov/Programs/CID/DCDCDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed January 9, 2024.

1) Cultivated fields
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet
6) Paved (asphalt or concrete) or oiled areas
7) Soils containing abundant microorganisms
8) Heavily urbanized areas where there is little undisturbed virgin soil.[18]

The project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the project site has been previously disturbed and has previously been tilled. Therefore, development of the proposed project would have a lower probability of the site having *C. immitis* growth sites than if the site had been previously undisturbed.

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small because most of the project area where operational activities would occur would be occupied by the proposed buildings, landscaping, and pavement associated with the proposed Travel Center development; it is anticipated that all internal travel areas would be paved. This condition would lessen the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the immediate project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.[19] Impacts would be less than significant.

Impact Analysis Summary

In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The project is not a significant source of TAC emissions during construction or operations. The project is not in an area with suitable habitat for Valley fever

[18] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed November 29, 2023.

[19] U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed November 29, 2023.

spores and is not in an area known to have naturally occurring asbestos. Therefore, the project would not result in significant impacts to sensitive receptors.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

Impact AIR-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. According to the *CBIA v. BAAQMD* ruling, impacts of existing sources of odors on the project are not subject to CEQA review. Therefore, the analysis to determine if the project would locate new sensitive receptors near an existing source of odor is not used to determine significance for this impact.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the project site is approximately 528 feet (0.10 of a mile) from the nearest sensitive receptor, the project is not expected to be a significant source of odors. The screening levels for these land use types are shown in Table 12.

Table 12: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 4, 2023.	

Project Construction and Project Operation

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Project operations would not be anticipated to produce odorous emissions, as the project would not be considered an odor generator based on the land uses shown in Table 12. Construction activities associated with the proposed project could result in short-term odorous emissions from diesel exhaust associated with construction equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present onsite temporarily during construction activities. The temporary and intermittent nature of construction activities would decrease the likelihood of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the project's site boundaries. Therefore, construction would not create objectionable odors affecting a substantial number of people from use of diesel-powered equipment. As there would not be conditions under which the project would have the potential to expose a substantial number of people to odors emitted from construction or operations of the project, and the impact would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

GREENHOUSE GASES

Environmental Setting

Greenhouse Gases

Greenhouse gases and climate change are cumulative global issues. The CARB and EPA regulate GHG emissions within the State of California and the U.S., respectively. Meanwhile, the CARB has the primary regulatory responsibility within California for GHG emissions. Local agencies can also adopt policies for GHG emission reduction.

Many chemical compounds in the Earth's atmosphere act as GHGs as they absorb and emit radiation within the thermal infrared range. When radiation from the sun reaches the Earth's surface, some of it is reflected into the atmosphere as infrared radiation (heat). Greenhouse gases absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy from the sun to the Earth's surface should be approximately equal to the amount of energy radiated back into space, leaving the temperature of the earth's surface roughly constant. Many gases exhibit these "greenhouse" properties. Some of them occur in nature (water vapor, carbon dioxide [CO_2], methane [CH_4], and nitrous oxide [N_2O]), while others are exclusively human made (like gases used for aerosols).

The principal climate change gases resulting from human activity that enter and accumulate in the atmosphere are listed below.

Carbon Dioxide

Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and chemical reactions (e.g., the manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

Methane

Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills.

Nitrous Oxide

Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated Gases

Hydrofluorocarbons, perfluorinated chemicals, and sulfur hexafluoride are synthetic, powerful climate-change gases that are emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent climate-change gases, they are sometimes referred to as high global warming potential gases.

Emissions Inventories and Trends

According to the CARB's recent GHG inventory for the State, released 2021, California produced 418.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2019. The major source of GHGs in California is transportation, contributing approximately 39.7 percent of the state's total GHG emissions in 2019.[20] This puts total emissions at 12.8 $MMTCO_2e$ below the 2020 target of 431 million metric tons. California statewide GHG emissions dropped below the 2020 GHG limit in 2016 and have remained below the 2020 GHG limit since then.

Potential Environmental Impacts

For California, climate change in the form of warming has the potential to incur and exacerbate environmental impacts, including but not limited to changes to precipitation and runoff patterns, increased agricultural demand for water, inundation of low-lying coastal areas by sea-level rise, and increased incidents and severity of wildfire events.[21] Cooling of the climate may have the opposite effects. Although certain environmental effects are widely accepted to be a potential hazard to certain locations, such as rising sea level for low-lying coastal areas, it is currently infeasible to predict all environmental effects of climate change on any one location.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial and manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Regulatory Requirements

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this legislation establishes a broad framework for the state's long-term GHG reduction and climate change adaptation program. The governor has also issued several executive orders (EOs) related to the state's evolving climate change policy. Of particular importance are AB 32 and SB 32, which outline the state's GHG reduction goals of achieving 1990 emissions levels by 2020 and a 40 percent reduction below 1990 emissions levels by 2030.

In the absence of federal regulations, control of GHGs is generally regulated at the state level and is typically approached by setting emission reduction targets for existing sources of GHGs, setting policies to promote renewable energy and increase energy efficiency, and developing statewide action plans.

[20] California Air Resources Board (CARB). 2021. California Greenhouse Gas Emissions for 2000 to 2019. Website: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed. December 4, 2023.

[21] Moser et al. 2009. Moser, Susie, Guido Franco, Sarah Pittiglio, Wendy Chou, Dan Cayan. 2009. The Future Is Now: An Update on Climate Change Science Impacts and Response Options for California. Website: http://www.susannemoser.com/documents/CEC-500-2008-071_Moseretal_FutureisNow.pdf. Accessed December 4, 2023.

CEQA Guidelines

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on GHGs, the type, level, and impact of emissions generated by the project must be evaluated.

The following GHG significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Thresholds of Significance

San Joaquin Valley Air Pollution Control District

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA presents a tiered approach to analyzing project significance with respect to GHG emissions. Project GHG emissions are considered less than significant if they can meet any of the following conditions, evaluated in the order presented:

- Project is exempt from CEQA requirements;
- Project complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project implements Best Performance Standards (BPS); or
- Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.

Project-level Thresholds

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- Consideration #1: The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific

requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an Environmental Impact Report (EIR) must be prepared for the project.

Newhall Ranch

In the California Supreme Court decision in the *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (62 Cal.4th 204 [2015], and known as the Newhall Ranch decision), the Supreme Court was concerned that new development may need to reduce GHG emissions more than existing development to demonstrate it is meeting its fair share of reductions. New development does more than its fair share through compliance with enhanced regulations, particularly with respect to motor vehicles, energy efficiency, and electricity generation. If no additional reductions are required from an individual project beyond that achieved by regulations, then the amount needed to reach the 2020 target is the amount of GHG emissions a project must reduce to comply with Statewide goals.

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted by the responsible agencies and the effectiveness of those regulations have been estimated by the agencies during the adoption process and then are tracked to verify their effectiveness after implementation. The Governor Brown, in the introduction to Executive Order B-30-15, states "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)." The progress was evident in emission inventories prepared by CARB, which showed that the State inventory dropped below 1990 levels for the first time in 2016.[22] The State projects that it will meet the 2020 target and achieve continued progress towards meeting the 2017 Scoping Plan target for 2030.[23] CARB adopted the 2022 Scoping Plan on December 16, 2022 that addresses long-term GHG goals set forth by AB 1279.[24] The 2022 Scoping Plan outlines the State's pathway to achieve carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. In the 2022 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5.

GHG Threshold Applied in the Analysis

The City of Lindsay has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. In the absence of an adopted numeric GHG emissions threshold consistent with the State's 2030 target, the project's GHG emissions impact

[22] California Air Resources Board (CARB). 2018. Climate Pollutants Fall Below 1990 Levels for the First Time. Website: https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levelsfirst-time. Accessed December 4, 2023.
[23] California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update, the Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 17, 2017. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed December 4, 2023.
[24] The Final 2022 Scoping Plan was released on November 16, 2022 and adopted by CARB in December 2022.

determination is based on the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The project's GHG emissions are provided for informational purposes only.

Environmental Impact Analysis

This section discusses potential impacts related to GHGs associated with the proposed project and provides mitigation measures where necessary.

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

The proposed project may contribute to climate change impacts through its contribution of GHGs. The proposed project would generate a variety of GHGs during construction and operations, including several defined by AB 32, such as CO_2, CH_4, and N_2O from the exhaust of equipment during construction and on-road vehicle trips during construction and operations.

In the absence of an adopted numeric GHG emissions threshold consistent with the State's 2030 target, the project's GHG emissions impact determination is based on the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The project's GHG emissions are provided for informational purposes only.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Construction Emissions

Construction emissions would be generated from the exhaust of construction equipment, material delivery trips, haul truck trips, and worker commuter trips. Detailed construction assumptions are provided in Modeling Parameters and Assumptions section of this technical memorandum. Construction-generated GHGs were quantified and are disclosed in Attachment A. $MTCO_2e$ emissions during construction of the project are summarized below in Table 13.

Table 13: Construction Greenhouse Gas Emissions

Project Construction (2024-2025)	**$MTCO_2e$ per Year**
Demolition (2024)	35
Site Preparation (2024)	25
Grading (2024)	50
Building Construction (2024)	190
Building Construction (2025)	73
Paving (2025)	15
Architectural Coating (2025)	2
Total Construction $MTCO_2e$	**390**
Emissions Amortized Over 30 Years[1]	**13**
Notes:	

Project Construction (2024-2025)	$MTCO_2e$ per Year
$MTCO_2e$ = metric tons of carbon dioxide equivalent	
[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.	
Source: CalEEMod Output (Attachment A).	

During the construction of the proposed project, approximately 390 $MTCO_2e$ would be emitted. Neither the City of Lindsay nor the SJVAPCD have an adopted threshold of significance for construction related GHG emissions. Because impacts from construction activities occur over a relatively short-term period, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, a standard practice is to amortize construction emissions over the anticipated lifetime of a project so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. However, emissions were quantified for informational purposes only. The total emissions generated during construction were amortized based on the life of the development (30 years) and added to the operational emissions to determine the total emissions from the project, as shown below.

Operational Emissions

Operational or long-term emissions occur over the life of the project. The operational emissions for the proposed project are shown in Table 14. Sources for operational emissions include the following:

- Motor Vehicles: These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site. As described in the traffic study prepared for the proposed project, the Linday Travel Center project is expected to generate 8,276 average daily trips after internal capture.[25]
- Natural Gas: These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses.
- Indirect Electricity: These emissions refer to those generated by offsite power plants to supply electricity required for the project.
- Water Transport: These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- Waste: These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Detailed modeling results and more information regarding assumptions used to estimate emissions are provided in Attachment A. Operational emissions are shown in Table 14.

Table 14: Operational Greenhouse Gas Emissions for Project Buildout

Source Category	Project Total Buildout Year ($MTCO_2e$/year)
Area	0.2

[25] LAV/Pinnacle Consulting & Engineering Services. Last Revised August 14, 2023. Traffic Impact Study - Gas Station with Convenience Market, Fast Food Restaurants, and Truck Fueling Facility at Northeast Corner of State Highway 65 and Cedar Avenue, Tulare County, California.

Source Category	Project Total Buildout Year ($MTCO_2e$/year)
Energy Consumption	207
Mobile (On-road Vehicles)	12,724
Water Usage	4
Solid Waste Generation	20
Refrigerants	188
Amortized Construction Emissions	13
Total	**13,156**

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalent
Source: CalEEMod Output (Attachment A).

As previously noted, the project's estimated emissions were estimated for disclosure purposes. However, significance for GHG emissions is analyzed by assessing the project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. As discussed in detail below, the project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs. As such, the project's generation of GHG emissions would not result in a significant impact on the environment.

Impact Analysis (Project's Compliance with Consideration No. 3 Regarding Consistency with Adopted Plans to Reduce GHG Emissions)

The following analysis evaluates the project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. As discussed above, the City of Lindsay has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with CARB's adopted 2008, 2017, and 2022 Scoping Plans. This would be achieved with an assessment of the proposed project's compliance with Scoping Plan measures contained in the 2017 Scoping Plan Update and addressing the project's consistency with the 2022 Scoping Plan.

Greenhouse Gas Emissions Estimation Summary and Greenhouse Gas Impact Analysis

Greenhouse Gas Impact Analysis

The following analysis assesses the proposed project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. The proposed project is assessed for its consistency with CARB's adopted Scoping Plans. This would be achieved with an assessment of the proposed project's compliance with Scoping Plan measures contained in

the 2017 Scoping Plan Update and addressing the project's consistency with the 2022 Scoping Plan.

Consistency with SB 32

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. The 2017 Scoping Plan includes the following summary of its overall strategy for reaching the 2030 target:

- SB 350
    - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
    - Doubling of energy efficiency savings by 2030.
- Low Carbon Fuel Standard (LCFS)
    - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
- Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
    - Maintaining existing GHG standards for light- and heavy-duty vehicles.
    - Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
    - Increase ZEV buses, delivery and other trucks.
- Sustainable Freight Action Plan
    - Improve freight system efficiency.
    - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
    - Deploy over 100,000 zero-emission trucks and equipment by 2030.
- Short-Lived Climate Pollutant (SLCP) Reduction Strategy
    - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
    - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
- SB 375 Sustainable Communities Strategies
    - Increased stringency of 2035 targets.
- Post-2020 Cap-and-Trade Program
    - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
    - CARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, CARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing

allocation if the covered entity increases criteria or toxics emissions over some baseline.

- By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Table 15 provides an analysis of the project's consistency with the 2017 Scoping Plan Update measures.

Table 15: Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
SB 350 50% Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030. This has been increased to 60%.	**Consistent**: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate SB 100 Renewable Mandate. SB 100 revised the Renewable Portfolio Standard goals to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The specific provider for the City of Lindsay and the proposed project is Southern California Edison (SCE).
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not Applicable**. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Consistent**. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Consistent**. The project consists of a Travel Center development and would not engage in vehicle manufacturing; however, vehicles would access the project site during project operations. Future project customers and other visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. Travel Center deliveries will be made by increasing numbers of ZEV delivery trucks.
Sustainable Freight Action Plan. The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	**Not Applicable**. The measure applies to owners and operators of trucks and freight operations. However, deliveries that would be made to the future Travel Center development are expected to be made by increasing number of ZEV delivery trucks.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Consistent.** Sources of black carbon are already regulated by the CARB and air district criteria pollutant and toxic regulations that control fine particulate emissions from diesel engines and other combustion sources.

Scoping Plan Measure	Project Consistency
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	**Not Applicable**. The project does not consist of a proposed regional transportation plan; therefore, this measure is not applicable to the proposed project.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Consistent.** The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Natural and Working Lands Action Plan. The CARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not Applicable**. The project consists of a Travel Center facility development and will not be considered natural or working lands.
Source: California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update. January 20. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed December 4, 2023.	

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under the 2022 Scoping Plan

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures with any level of certainty, as they have not yet been developed; nevertheless, it can be anticipated that operation of the project would comply with whatever measures are enacted that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping

Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045.

Accordingly, taking into account the proposed project's emissions, project design features, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment. Impacts would be less than significant.

Conclusion

Taking into account the proposed project's design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project would be consistent with State and local GHG Plans would not obstruct their attainment. The proposed project's GHG impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

The analysis contained above under Impact GHG-1 evaluates whether the project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHGs. As discussed under Impact GHG-1 above, the project would not conflict with any applicable plan, policy, or regulation of agency to reduce. As such, project impacts in this regard would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

Energy

Environmental Setting

The proposed project would be served with electricity provided by Southern California Edison (SCE). SCE's 2019 Green Rate 50 percent option includes 67.5 percent eligible renewable resources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste; 4 percent large hydroelectric; 8.1 percent natural gas; 4.1 percent nuclear; 0.1 percent other; and 16.3 percent unspecified sources of power[26] SCE's 2019 Green Rate 100 percent option includes 100 percent eligible renewable resources, composed entirely of solar. Approximately 43 percent of the electricity that SCE delivered in 2020 was a combination of renewable and GHG-emissions-free resources.[27,28] SCE was ahead of schedule in meeting the California's RPS 2020 mandate of serving their load with at least 33 percent RPS-eligible resources. SCE will be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.

Methodology

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Attachment A for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment, gasoline and diesel fuel consumption rates for on-road vehicles during construction and operations are provided in Attachment C. Short-term construction energy consumption and long-term operational consumption are discussed separately below.

Short-Term Construction

Off-Road Equipment

The proposed project is anticipated to begin construction in March of 2024 and last approximately 14 months until May of 2025. Table 16 provides estimates of the project's construction fuel consumption from off-road construction equipment for the entire project, categorized by construction activity.

[26] "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
[27] Renewable sources included solar, wind, geothermal, biomass, and small hydroelectric sources. GHG-emissions-free sources of energy included nuclear and large hydroelectric. "GHG-emissions-free resources" refers to energy sources other than renewable energy resources that also do not result in GHG emissions, such as non-emitting nuclear and hydroelectric.
[28] Southern California Edison (SCE). 2021. 2022 Power Content Label. Website: https://www.energy.ca.gov/filebrowser/download/3902. Accessed January 10, 2024.

Table 16: Construction Off-Road Fuel Consumption

Project Component	Construction Activity	Fuel Consumption (gallons)
Lindsay Travel Center Project Construction	Demolition	1,254
	Site Preparation	912
	Grading	1,015
	Building Construction	9,082
	Paving	507
	Architectural Coating	59
Total from Project Construction		**12,829**
Source: Energy Consumption Calculations (Attachment C).		

As shown in Table 16, off-road construction equipment usage associated with the proposed project would be estimated to consume approximately 12,829 gallons of diesel fuel over the entire construction period. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 17 provides an estimate of the total on-road vehicle fuel usage during construction.

Table 17: Construction On-Road Fuel Consumption

Project Component	Construction Activity	Total Annual Fuel Consumption (gallons)
Lindsay Travel Center Project Construction	Demolition	353
	Site Preparation	82
	Grading	2,246
	Building Construction	928
	Paving	149
	Architectural Coating	68
Total from Project Construction		**3,826**
Source: Energy Consumption Calculations (Attachment C).		

As shown in Table 17, construction trips are estimated to consume approximately 3,826 gallons of gasoline and diesel fuel combined. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the City of Lindsay or the larger Tulare County area. Therefore, it is expected that construction fuel consumption associated with the proposed

project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Long-Term Operations

Transportation Energy Demand

Table 18 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project.

Table 18: Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Daily VMT	Annual VMT	Average Fuel Economy (miles/ gallon)[1]	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	34.87	22,034	8,042,329	30.75	716.5	261,532
Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV)	33.44	21,133	7,713,583	22.61	934.6	341,131
Light-Heavy to Medium-Heavy Diesel Trucks (LHD1, LHD2, and MHDT)	24.34	15,379	5,613,204	11.58	1,328.3	484,815
Heavy-Heavy Diesel Trucks (HHDT)	6.04	3,819	1,393,849	6.05	630.8	230,228
Motorcycles (MCY)	1.00	632	230,824	42.00	15.1	5,496
Other (OBUS, UBUS, SBUS, MH)	0.31	197	71,870	7.29	27.0	9,859
Total	**100.0**	**63,194**	**23,065,659**	**—**	**3,652.3**	**1,333,061**

Notes:
Percent of Vehicle Trips and VMT based on values in the project-specific CalEEMod output files.
"Other" consists of buses and motor homes.
VMT = vehicle miles traveled
Source: Energy Consumption Calculations (Attachment C).

As shown above, daily vehicular fuel consumption is estimated to be 3,652.3 gallons of gasoline and diesel fuel combined. Annual consumption is estimated at 1,333,061 gallons, of which 715,043 are from heavy-duty trucks (see Attachment C).

In terms of land use planning decisions, the proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips or substantially lengthen existing trips. In addition, the vehicle fleet mix would be typical of other Travel Center businesses in the region. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region.

Building Energy Demand

As shown in Table 19 and Table 20, the proposed project is estimated to demand 725,249 kilowatt-hours (kWh) of electricity and 591,126 kilo-British Thermal Units (kBTU) of natural gas, respectively, on an annual basis. The proposed project would be built according to code and would be subject to the latest building standards in effect at the time that building permits are issued. Solar is anticipated to be added at a later date.

Table 19: Long-Term Electricity Usage

Land Use	Total Electricity Demand (kWh/year)
Convenience Market with Gas Pumps	184,784
Fast Food Restaurant with Drive Thru	77,540
Fast Food Restaurant w/o Drive Thru	75,526
Enclosed Parking Structure (Fuel Canopy Areas)	26,026
Parking Lot (Spaces)	24,383
Parking Lot (Remaining Area)	336,990
Total Project	**725,249**
Notes: kWh = kilowatt hour The estimates above represent total estimated electricity consumption on an annual basis from operations of the proposed project. Source: Energy Consumption Calculations (Attachment C).	

Table 20: Long-Term Natural Gas Usage

Land Use	Total Natural Gas Demand (kBTU/year)
Convenience Market with Gas Pumps	101,336
Fast Food Restaurant with Drive Thru	248,117
Fast Food Restaurant w/o Drive Thru	241,673
Enclosed Parking Structure (Fuel Canopy Areas)	0
Parking Lot (Spaces)	0
Parking Lot (Remaining Area)	0
Total Project	**591,126**
Notes: DU = Dwelling Units kBTU = 1,000 British Thermal Units Source: Energy Consumption Calculations (Attachment C).	

Environmental Impact Analysis

This section discusses potential energy impacts associated with the proposed project and provides mitigation measures where necessary.

Impact EN-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Analysis

This impact addresses the energy consumption from both the short-term construction and long-term operations are discussed separately below.

Construction Energy Demand

As summarized in Table 16 and Table 17, the proposed project would require 12,829 gallons of diesel fuel for construction off-road equipment and 3,826 gallons of gasoline and diesel for on-road vehicles during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Long-Term Energy Demand

Building Energy Demand

Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of CCR Titles 20 and 24, including California Green Building Standards (CALGreen), that are applicable at the time that building permits are issued. The proposed project would have multiple uses for natural gas and will connect to City of Lindsay utilities. The proposed project is estimated to demand 725,249 kWh of electricity per year and 591,126 kBTU of natural gas per year (see Table 19 and Table 20). This would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial and residential structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update. The proposed project would be built in accordance with regulations in effect at the time building permits are issued.

Therefore, while the proposed project would result in increased electricity demand, the electricity would be consumed more efficiently and would be typical of other Travel Center

projects. If the buildout of the project is delayed, compliance with future building code standards would result in increased energy efficiency.

Based on the above information, the proposed project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be less than significant.

Transportation Energy Demands

The daily vehicular fuel consumption is estimated to be 3,652.3 gallons of gasoline and diesel fuel combined (1,959.1 gallons of which are from heavy trucks). Annual consumption is estimated at 1,333,061 gallons, of which 715,043 are from heavy-duty trucks (see Table 18 and Attachment C). The proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips or substantially lengthen existing trips. The proposed project would be well-positioned to accommodate an existing population and anticipated growth in the City of Lindsay. The project is located adjacent to existing residential development to the east. In addition, vehicles accessing the project site would be typical of other business uses in the region. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

Impact EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis

The City's General Plan includes strategies to promote energy efficiency in development in the City of Lindsay. These General Plan policies require City action and are not applicable at the individual project level. However, the proposed project would not impede or conflict with any of the energy strategies outlined in the General Plan due to compliance with all local rules and regulations. The proposed project would comply with the versions of CCR Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued and with all applicable City measures Part 11 of the State's Title 24 energy efficiency standards establishes mandatory measures for residential and nonresidential buildings. Examples of these mandatory measures include solar, electric vehicle (EV) charging infrastructure, bicycle parking, energy efficiency, water efficiency and conservation, and material conservation and resource efficiency. The proposed project would be required to comply with mandatory measures; specifically, the project would comply with mandatory measures for non-residential development. Where applicable, the project would comply with more stringent local regulations. In addition, the proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips, or substantially lengthen existing trips. The proposed project would be well positioned to accommodate the existing population. The project is located at the northwestern edge of the City of Lindsay. Bordering the project site is developed farmland on all sides. The land to the north, west and directly south of the project is primarily developed farmland with a few scattered residences. Beyond the bordering farmland to the east, southeast and northeast is the City of Lindsay with a mix of residences, businesses, and schools.

The project would provide connectivity within the project site and to adjacent uses. Compliance with these aforementioned mandatory measures and project design features would ensure that the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are necessary.

Attachments:

Attachment A –CalEEMod Output and Additional Supporting Information

Attachment B – Construction and Operational Health Risk Assessments

Attachment C – Energy Consumption Calculations

ATTACHMENT A
CalEEMod Output and Additional Supporting Information

Modeling Assumptions and CalEEMod Output Files

Table of Contents

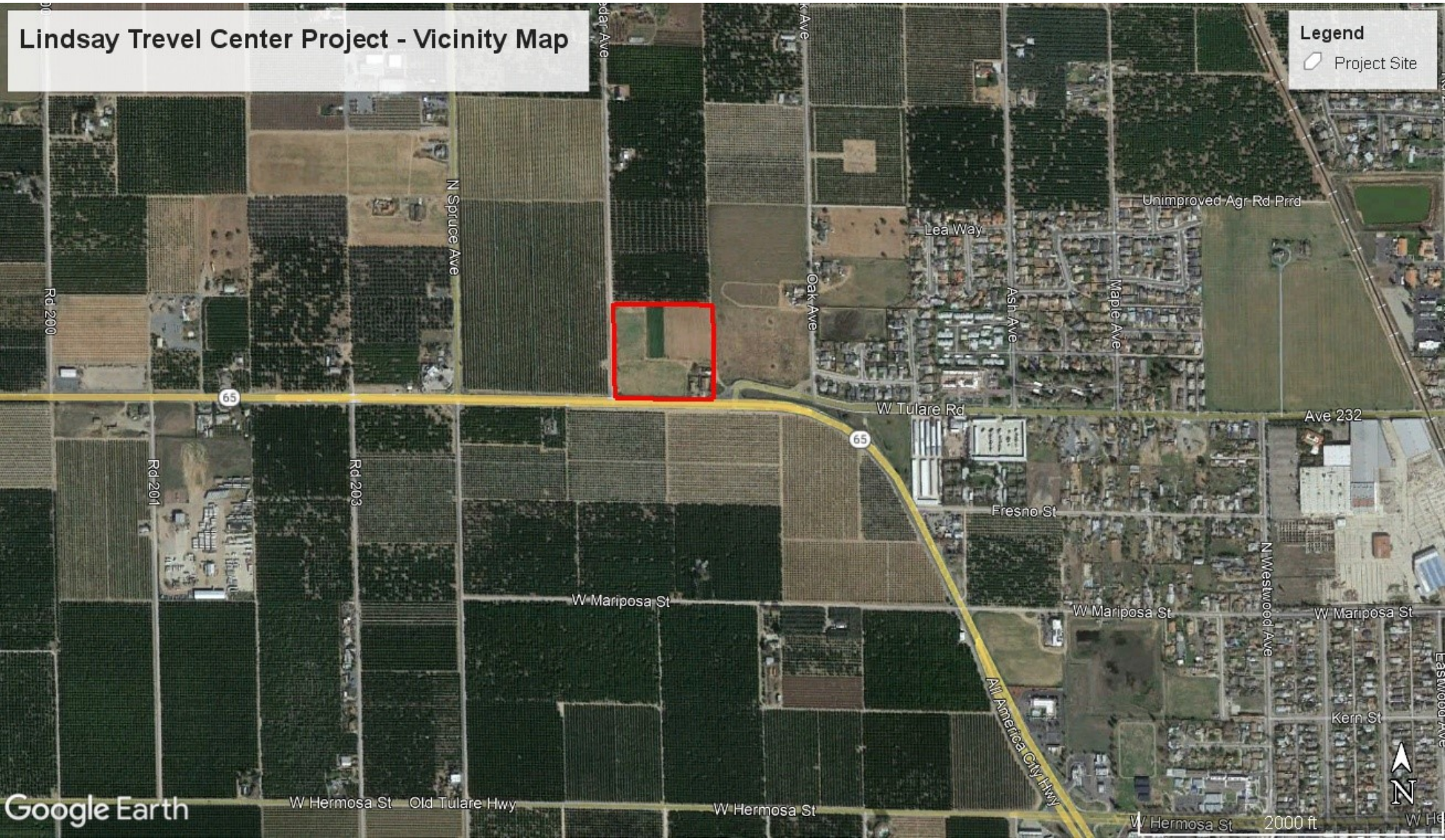
Lindsay Travel Center Project Construction Assumptions

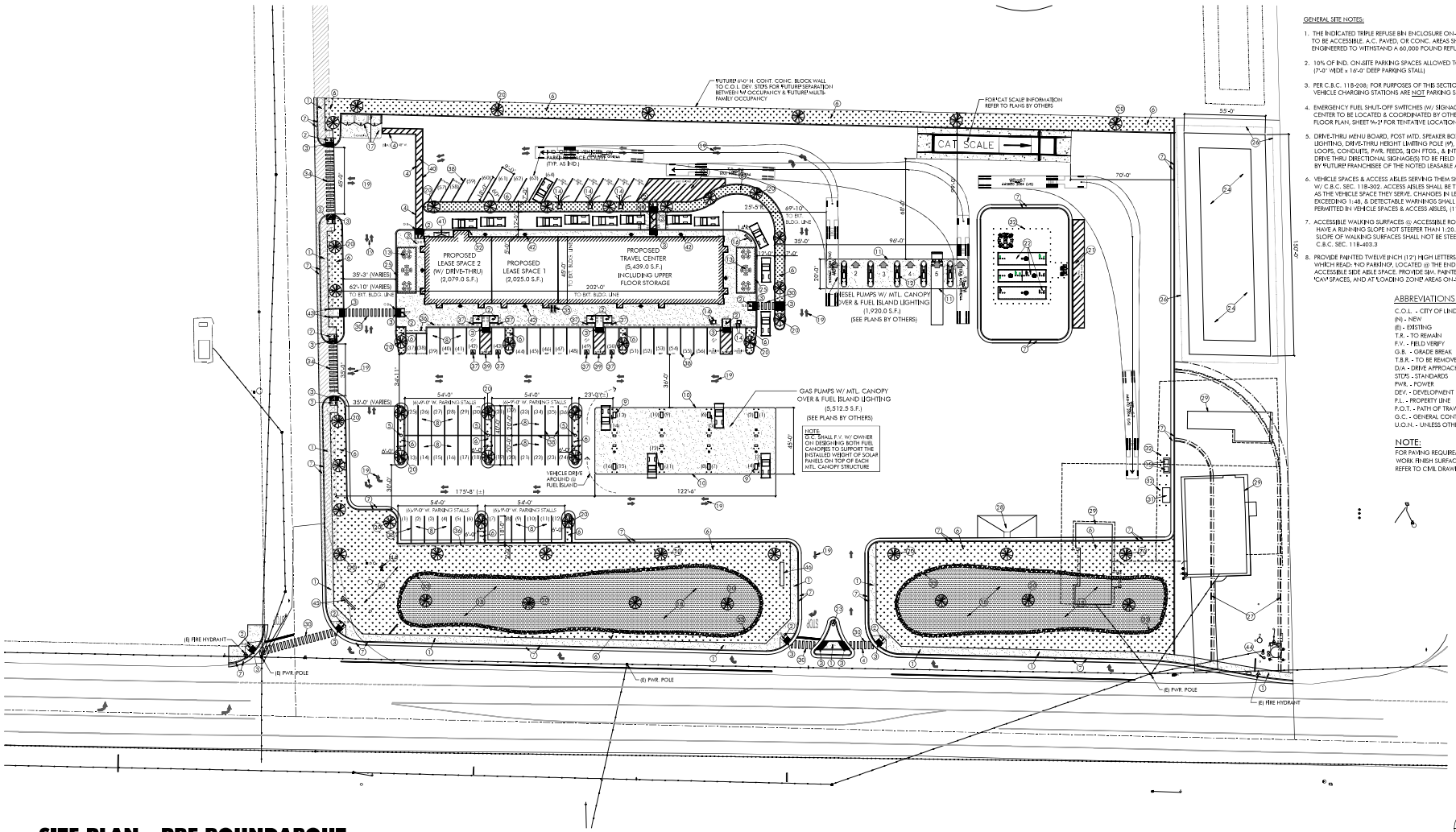
1/2/24 - Updated for Lindsay Travel Center

Construction Phase			Num Days	
Phase Name	Start Date	End Date	Week	Num Days
Demolition	3/1/2024	3/29/2024	5	20
Site Preparation	3/30/2024	4/13/2024	5	10
Grading	4/14/2024	5/12/2024	5	20
Building Construction	5/13/2024	3/31/2025	5	230
Paving	4/1/2025	4/29/2025	5	20
Architectural Coating	4/30/2025	5/28/2025	5	20

OffRoad Equipment					
Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Rubber Tired Dozers	2	8	367	0.40
Demolition	Excavators	3	8	36	0.38
Demolition	Concrete/Industrial Saws	1	8	33	0.73
Site Preparation	Rubber Tired Dozers	3	8	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Graders	1	8	148	0.41
Grading	Excavators	1	8	36	0.38
Grading	Tractors/Loaders/Backhoes	3	8	84	0.37
Grading	Rubber Tired Dozers	1	8	367	0.40
Building Construction	Forklifts	3	8	82	0.20
Building Construction	Generator Sets	1	8	14	0.74
Building Construction	Cranes	1	7	367	0.29
Building Construction	Welders	1	8	46	0.45
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37
Paving	Pavers	2	8	81	0.42
Paving	Paving Equipment	2	8	89	0.36
Paving	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

Construction Trips	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip
Phase Name	Number	Number	Number	Length	Length	Length
Demolition	15	4	3.05	7.7	6.8	20
Site Preparation	17.5	4	0	7.7	6.8	20
Grading	15	4	31.25	7.7	6.8	20
Building Construction	6.59	2.78	0	7.7	6.8	20
Paving	15	4	0	7.7	6.8	20
Architectural Coating	1.3	4	0	7.7	6.8	20


Lindsay Trevel Center Project - Vicinity Map
Legend
Project Site
N Spruce Ave
Oak Ave
Lea Way
Ash Ave
Maple Ave
Unimproved Agr Rd Prrd
Rd 200
65
W Tulare Rd
Ave 232
Rd 201
Rd 203
Fresno St
N Westwood Ave
W Mariposa St
W Mariposa St
W Mariposa St
All America City Hwy
Kern St
Eastwood Ave
Google Earth
W Hermosa St
Old Tulare Hwy
W Hermosa St
W Hermosa St
2000 ft
N



SITE PLAN - PRE ROUNDABOUT

SC. 1/32" = 1'-0"

(THIS SHEET ONLY)

SITE PLAN KEY NOTES AND LEGEND:

1. 5'-0" W. CONT. CONC. SIDEWALK, (PER C.O.L. DEV. STD'S), REFER TO CIVIL DWGS. BY OTHERS
2. ADA/ACCESSIBLE CONC. RAMP PER C.O.L. DEV. STD'S, REFER TO CIVIL DWGS. BY OTHERS
3. DETECTABLE WARNING SURFACE (TRUNCATED DOME PANELS), 3'-0" DP. (MIN.) IN DIRECTION OF TRAVEL, (SEE ARCH. DWGS.)
4. FROM BUILDING; 5'-0" W. (U.O.N.) ACCESSIBLE P.O.T. TO REFUSE ENCLOSURE
5. ON-SITE LIGHT-POLE, (FOR PHOTOMETRIC PLAN & LIGHT STD. DTLS. SEE ELEC. DWGS. BY OTHERS)
6. LANDSCAPE BED, (SEE LANDSCAPE DWGS. BY OTHERS)
7. CONT. CONC. CURB & GUTTER, (PER C.O.L. DEV. STD'S), REFER TO CIVIL DWGS. BY OTHERS FOR VERTICAL CONTROL
8. 9'-0" WIDE PARKING SPACE
9. FUEL PUMPS; 8 PUMPS/16 DISPENSERS, (DESIGN/DWGS. BY OTHERS)
10. 5,512.5 S.F. MTL. FUEL CANOPY ABV., (DESIGN/DWGS. BY OTHERS)
11. 1,920 S.F. MTL. DIESEL CANOPY ABV., (DESIGN/DWGS. BY OTHERS)
12. DIESEL PUMPS; 5 PUMPS/10 DISPENSERS, (DESIGN/DWGS. BY OTHERS)
13. PRE-MFG. OUTDOOR DINING TABLES W/ ATTACHED BENCHES, BOLTED TO CONC. FLATWORK FOR PERMANENT INSTALLATION, COLOR & STYLE PER OWNER, (TYP. OF 6)
    A. PROVIDE ONE (1) ACCESSIBLE SPACE @ EACH IND. OUTDOOR DINING AREA, W/ 30"x48" CLEAR FLOOR SPACE @ FORWARD APPROACH, AND 34" MAX. TABLE HEIGHT
    B. LOCATE PRE-MFG. OUTDOOR DINING TABLES/BENCHES TO PROVIDE 48" MIN. HORIZ. CLEARANCE BETWEEN DINING TABLES/BENCHES, AND/OR WALL FIN. OF BLDGS., OR ANY STRUCT. ELEMENTS
14. 'FUTURE' POLE MTD. 'ACCESSIBLE EVCS' CHARGING STATION SIGNAGE, (N.I.C.) BY OTHERS @ FUTURE DATE PER C.B.C., (ONE (1) VAN' ACCESSIBLE & SEVEN (7) REG. EVCS), ALSO PROVIDE CONDUITS FOR 'FUTURE' IND. VEHICLES CHARGING EQUIPMENT, & MAIN ELEC. PANEL SIZED TO SUPPORT THE 'FUTURE' ADDITION OF CIRCUITING FOR THE ELEC. VEHICLES CHARGING EQUIPMENT PER CA GREEN CODE, (SEE ELEC. DWGS. BY OTHERS)
15. AIR & WATER DISPENSERS, (FOR PUBLIC USE)
16. DRIVE-THRU 'FUTURE' MENU BOARD, (DESIGN/DWGS. BY OTHERS)
17. 3-BIN REFUSE ENCLOSURE, (PER C.O.L. DEV. STD'S), W/ CMU WALLS, CONC. FOUND., MTL. SWING GATES @ EA. BIN, & 10'-0" DP. REINF. CONC. APRON @ FRONT OF ENCLOSURE, (SEE CIVIL DWGS.)
18. BIO SWALE, (DESIGN/DWGS. BY OTHERS)
19. PAINTED DIRECTIONAL ARROWS, (SEE ARCH. DWGS.)
20. TREE, (SEE LANDSCAPE DWGS. BY OTHERS)
    A. DOUBLE STAKE ALL TREES W/ 2"Ø x 8'-0" H. LODGEPOLE STAKES
    B. PROVIDE 18" DEEP (TREE) ROOT BARRIER IF IND. TREE IS WITHIN FIVE FEET (5'-0") OF CONCRETE FLATWORK, AND/OR A.C. PAVED AREAS OF PROJECT, (TYP.)
21. LOADING AREA, (OR FUEL DELIVERY TRUCK)
22. 12,000 GAL. DIESEL TANKS, (TYP. OF 3)
23. RIGHT TURN ONLY SIGN
24. RETENTION BASIN, (DESIGN & DWGS. BY OTHERS)
25. 13'-0" WIDE x 31'-0" LONG x 10'-0" TALL SHADE COVER TO EXTEND UNDER MTL. AWNING OF BLDG.
26. 8'-0" TALL CHAIN LINK FENCE @ PERIMETER OF RETENTION BASIN W/ LOCKABLE GATE
27. FUTURE DRIVE
28. R.V. WASTE DUMP
29. (E) RESIDENCE(S) TO BE REMOVED PRIOR TO (N) BUILDING(S) OCCUPANCY
30. 5'-0" W. PAINTED CROSS WALK, (COLOR: WHITE)
31. PROPANE TANK, (SIZE DETERMINED BY OTHERS)
32. PROTECTION BOLLARD, (SEE ARCH. DWGS.)
33. GRAVEL, (REFER TO BIO-SWALE DWGS. BY OTHERS)
34. 5'-0" W. PAINTED CROSS WALK, (COLOR: WHITE), W/ 4'-0" W. MIN. ACCESSIBLE P.O.T. BEHIND D/A
35. G.C. SHALL PROVIDE SHORT-TERM BICYCLE PARKING WITHIN 200'-0" OF FACILITY MAIN ENTRY(S), TWO (2) BIKES MIN., MEETING THE REQUIREMENTS OF CA GREEN BLDG. STD'S CODE SEC. 5.106.4.1.1
36. LINE OF 2'-0" NOSE OF VEHICLE OVERHANG @ PARKING STALLS
37. FOR ACCESSIBLE PARKING GRAPHIC ON A.C. PAVING/CONC., OR MTD. ON MTL. POLE, (SEE ARCH. DWGS.)
38. PAINTED PARKING STALL STRIPING ON A.C. PAVING (OR CONC., VARIES); 4" WIDE (MIN.), COLOR: WHITE, (TYP. AS IND.)
39. 4" WIDE STRIPING; W/ BORDER PAINTED BLUE, (@ THE 8'-0" W. SIDE ABLE ONLY) W/ 4" WIDE PAINTED WHITE DIAGONALS WITHIN THE BLUE BORDER, (@ 45°) @ 36" O.C., (MAX.)
40. 4" WIDE STRIPING; W/ BORDER PAINTED WHITE W/ 4" WIDE PAINTED WHITE DIAGONALS WITHIN THE WHITE BORDER, (@ 45°) @ 36" O.C., (MAX.), TYP. @ 2-LOCATIONS
41. ELEC., METER MAINS IN PRE-MFD., MTL. WEATHER RATED SWITCH GEAR EQUIP. HOUSING, (SEE ELEC. DWGS. BY OTHERS). CONC. FLATWORK IMMEDIATELY BLW. THE SWITCH GEAR HOUSING SHALL BE LEVEL
42. IND. EGRESS DOOR(S) LOCATIONS AROUND THE PERIMETER OF THE BLDG.
43. DUB-DOWN/WARP CONC. CURBS DOWN TO BACK OF WALK ELEV.
44. (E) WELL TO BE ABANDON
45. LOW LEVEL SITE MONUMENT SIGNAGE, (UNDER SEPARATE PERMIT, DWGS. BY OTHERS)
46. 'PRIMARY' SITE SIGNAGE MTD. ON MTL. POLE, (UNDER SEPARATE PERMIT, DWGS. BY OTHERS)

SITE SUMMARY:

PROJECT DESCRIPTION:

C-STORE: 5,946 S.F. GROSS FLOOR AREA
OCCUPANCY TYPE: 'M'
CONSTRUCTION TYPE: 'VB'
ALLOWABLE AREA: 9,000 S.F.
ALLOWABLE AREA INCREASE: 25%
ADJUSTED ALLOWABLE AREA: 11,250 S.F.
OCCUPANT LOAD FACTOR @ STORE FLOOR: 1 OCCUPANT/60 S.F.
OCCUPANT LOAD FACTOR @ STORAGE: 1 OCCUPANT/300 S.F.
OCCUPANT LOAD FACTOR @ KITCHEN: 1 OCCUPANT/200 S.F.
TOTAL OCCUPANT LOAD: 62

LEASE SPACE 1: 2,025 S.F. GROSS FLOOR AREA
OCCUPANCY TYPE: 'M'
CONSTRUCTION TYPE: 'VB'
ALLOWABLE AREA: 9,000 S.F.
ALLOWABLE AREA INCREASE: 25%
ADJUSTED ALLOWABLE AREA: 11,250 S.F.
OCCUPANT LOAD FACTOR @ SEATING: 1 OCCUPANT/15 S.F.
OCCUPANT LOAD FACTOR @ KITCHEN: 1 OCCUPANT/200 S.F.
1,000 S.F. @ 15 NET= 67 OCCUPANTS
1,000 S.F. @ 200 NET= 5 OCCUPANTS
TOTAL OCCUPANTS= 72
18 REG. PARKING SPACES REQUIRED

LEASE SPACE 2 (DRIVE-THRU): 2,025 S.F. GROSS FLOOR AREA
OCCUPANCY TYPE: 'M'
CONSTRUCTION TYPE: 'VB'
ALLOWABLE AREA: 9,000 S.F.
ALLOWABLE AREA INCREASE: 25%
ADJUSTED ALLOWABLE AREA: 11,250 S.F.
OCCUPANT LOAD FACTOR @ SEATING: 1 OCCUPANT/15 S.F.
OCCUPANT LOAD FACTOR @ KITCHEN: 1 OCCUPANT/200 S.F.
1,000 S.F. @ 15 NET= 67 OCCUPANTS
1,000 S.F. @ 200 NET= 5 OCCUPANTS
TOTAL OCCUPANTS= 72
17 REG. PARKING SPACES REQUIRED

LOT DESCRIPTION:

A.P.N. : 199-050-067
TOTAL LOT SIZE: 429,501 S.F. OR 9.86 ACRES (+/-)
TOTAL DEVELOPED AREA: 273,557 S.F. OR 6.28 ACRES (+/-)

PROJECT ADDRESS:

1647 W. TULARE ROAD
LINDSAY, CA 93247

FLOOD ZONE:

ZONE 'X' - AREAS OF MINIMAL FLOODING
FEMA PANEL NO.: 1305E
EFFECTIVE DATE: JUNE 16, 2009
REFERENCE: www.fema.gov

PARKING ANALYSIS: (PER C.O.L. ZONING ORD.)

LEASE SPACE 1:
1-4 SEATS = 1,000 S.F. SEATING DIVIDED BY 15=67 PEOPLE
PLUS 5= 70 PEOPLE
70 DIVIDED BY 40 =17.5: 18 SPACES
LEASE SPACE 2 (DRIVE THROUGHT):
SAME AS LEASE SPACE 1: 18 SPACES
C-STORE:
2,980 S.F. FLOOR SPACE/150=20 SPACES
TOTAL REQUIRED PARKING: 56 SPACES
ACTUAL PARKING SPACES PROVIDED:
STALLS PROVIDED: 71 STALLS
REGULAR STALLS: 50 STALLS
C.A.V. : 9 STALLS
VAN HNDCP: 2 STALLS
HNDCP: 2 STALLS
HNDCP C.A.V.: 1 STALL
REGULAR E.V. CHARGING: 7 STALLS
ACCESSIBLE PARKING SPACES REQUIRED PER CBC TABLE 118-6:
TOTAL # OF PARKG SPACES 51-75 — MIN. # OF ACCESSIBLE SPACES REQD 3
LANDSCAPE ANALYSIS:
PER C.O.L. ZONING ORDINANCE A MINIMUM OF 5% OF THE GROSS LOT AREA SHALL BE LANDSCAPED
DEVELOPED AREA = 273,557 S.F. • 5% OF LOT AREA = 13,678 S.F. OF LANDSCAPING REQUIRED PER C.O.L. STD'S
ACTUAL COMBINED LANDSCAPE AREAS PROVIDED ON-SITE @ C-STORE = 45,130 S.F. ☘ COMPLIES

TYP. THIS SHEET

CENTERLINE DESIGN & ENGINEERING
484 NORTH PROSPECT SUITE B
PORTERVILLE, CA 93257
(559) 789-9999
WWW.CENTERLINEGROUP.NET

A New Travel Center for:

Nashwan Obad

1647 W. Tulare Road
Lindsay, CA
93247

GENERAL SITE NOTES:

1. THE INDICATED TRIPLE REFUSE BIN ENCLOSURE ON-SITE IS DESIGNED TO BE ACCESSIBLE, A.C. PAVED, OR CONC. AREAS SHOULD BE ENGINEERED TO WITHSTAND A 60,000 POUND REFUSE TRUCK
2. 10% OF IND. ON-SITE PARKING SPACES ALLOWED TO BE 'COMPACT' (7'-0" WIDE x 16'-0" DEEP PARKING STALL)
3. PER C.B.C. 118-208; FOR PURPOSES OF THIS SECTION, ELECTRIC VEHICLE CHARGING STATIONS ARE NOT PARKING SPACES
4. EMERGENCY FUEL SHUT-OFF SWITCHES (W/ SIGNAGE) @ THE TRAVEL CENTER TO BE LOCATED & COORDINATED BY OTHERS, (REFER TO FLOOR PLAN, SHEET 'A-2' FOR TENTATIVE LOCATIONS)
5. DRIVE-THRU MENU BOARD, POST MTD. SPEAKER BOX W/ CANOPY & LIGHTING, DRIVE-THRU HEIGHT LIMITING POLE (#), CAR DETECTOR LOOPS, CONDUITS, PWR. FEEDS, SIGN PTDS., & INTERNALLY LIT DRIVE THRU DIRECTIONAL SIGNAGE(S) TO BE FIELD COORDINATED BY 'FUTURE' FRANCHISEE OF THE NOTED LEASABLE AREA, (N.I.C.)
6. VEHICLE SPACES & ACCESS AISLES SERVING THEM SHALL COMPLY W/ C.B.C., SEC. 118-302. ACCESS AISLES SHALL BE THE SAME LEVEL AS THE VEHICLE SPACE THEY SERVE. CHANGES IN LEVEL, SLOPES EXCEEDING 1:48, & DETECTABLE WARNINGS SHALL NOT BE PERMITTED IN VEHICLE SPACES & ACCESS AISLES, (118-812.3)
7. ACCESSIBLE WALKING SURFACES @ ACCESSIBLE ROUTES SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48, C.B.C. SEC. 118-403.3
8. PROVIDE PAINTED TWELVE INCH (12") HIGH LETTERS (COLOR: WHITE) WHICH READ: NO PARKING, LOCATED @ THE END OF EACH 8'-0" W. ACCESSIBLE SIDE ABLE SPACE. PROVIDE SIM. PAINTED LETTERS @ THE 'CAV' SPACES, AND AT 'LOADING ZONE' AREAS ON-SITE, (TYP.)

ABBREVIATIONS:

C.O.L. - CITY OF LINDSAY
(N) - NEW
(E) - EXISTING
T.R. - TO REMAIN
F.V. - FIELD VERIFY
G.B. - GRADE BREAK
T.B.R. - TO BE REMOVED
D/A - DRIVE APPROACH
STD'S - STANDARDS
PWR. - POWER
DEV. - DEVELOPMENT
P.L. - PROPERTY LINE
P.O.T. - PATH OF TRAVEL
G.C. - GENERAL CONTRACTOR
U.O.N. - UNLESS OTHERWISE NOTED

NOTE:

FOR PAVING REQUIREMENTS & SITE WORK FINISH SURFACE ELEVATIONS REFER TO CIVIL DRAWINGS BY OTHERS

DRAWN BY:	M. TAYLOR
DES. BY:	M. TAYLOR
PLOT DATE:	2-27-2023
CHK'D BY:	M. TAYLOR/D. TOWNSEND

REVISION

DESCRIPTION	DATE

LICENSED PROFESSIONAL ENGINEER — LOAN NATHANIEL GOUCH — C 90046 — EXP. 06/30/23 — CIVIL — STATE OF CALIFORNIA

ARCHITECTURAL SITE PLAN

PRE-ROUNDABOUT PHASE

PROJECT NUMBER: 21T107

SHEET NUMBER: A-1

Table 2: Trip Generation for Commercial Development at the Northeast Corner of Ave 232 & Cedar Ave, Lindsay

Commercial - Land Uses					*24 Hour Trips*		*A.M. Peak Hour Trips*				*P.M. Peak Hour Trips*			
Item No.	**Proposed Land Use**	**ITE Code**	**Independent Variable**		**Trip Rate**	**Veh Trips (vpd)**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**
1	Gasoline/Service Station w/Convenience Market (GFA 5.5-10k)	945	16	Gasoline Fueling Positions	345.75	5,532	31.60	506	253	253	26.90	430	215	215
2	Heavy Truck Fueling	950	6	Gasoline Fueling Positions	224.00	1,344	13.97	84	41	43	15.42	93	49	44
3	Fast-Food Restaurant w/ Drive-Through Window	934	2.0	Gross Leasable Floor Area (1k S.F.)	467.48	935	44.61	89	46	43	33.03	66	34	32
4	Fast-Food Restaurant w/o Drive-Through Window	933	2.0	Gross Leasable Floor Area (1k S.F.)	450.49	901	43.18	86	50	36	33.21	66	33	33
				Total Trips:		8,712		765	390	375		655	332	323
				20% Reduction for "Pass-by" - All Land Uses:		(1,742)		(153)	(78)	(75)		(131)	(66)	(65)
				5% Reduction for "Capture" - All Land Uses:		(436)		(38)	(20)	(19)		(33)	(17)	(16)
				Total Adjusted Trips:		6,534		574	293	281		491	249	243

Lindsay Travel Center Fleet Mix Adjustments for Regional Emission Estimates(2025)

Tulare County 2025														**Total**
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.45646426	0.03941451	0.19220723	0.2062	0.03940419	0.01002341	0.01228465	0.01532414	0.00063115	0.00045434	0.02188103	0.00192453	0.00380291	1.00000
Trucks Only*														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0	0	0	0	0.0394042	0.0100234	0.0122846	0.0153241	0	0	0	0	0	0.0770364
Difference to be allocated	0.92296361													
Revised Truck Fleet	0	0	0	0	0.5115010	0.1301127	0.1594655	0.1989208	0	0	0	0	0	1
Passenger Cars														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
Default Light Duty Fleet Mix	0.45646426	0.03941451	0.19220723	0.2062	0	0	0	0	0	0	0	0	0	0.8942696
Difference to be allocated	0.10573035													
Revised Passenger Cars Fleet Mix 2025	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.51043	0.04407	0.21493	0.23056	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	1.00000

Lindsay Travel Center - Unmitigated Construction and Operations Custom Report

Table of Contents

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lindsay Travel Center - Unmitigated Construction and Operations
Construction Start Date	3/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	25.6
Location	36.2117, -119.114
County	Tulare
City	Lindsay
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2725
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

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

Convenience Market with Gas Pumps	5.44	1000sqft	0.12	5,439	572	—	—	—
Fast Food Restaurant with Drive Thru	2.08	1000sqft	0.05	2,079	218	—	—	—
Fast Food Restaurant w/o Drive Thru	2.02	1000sqft	0.05	2,025	213	—	—	—
Enclosed Parking Structure	7.43	1000sqft	0.17	7,433	781	—	—	—
Parking Lot	71.0	Space	0.64	0.00	2,925	—	—	—
Parking Lot	8.83	Acre	8.83	0.00	40,428	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.45	3.75	36.2	33.9	0.05	1.60	7.97	9.57	1.47	3.99	5.46	—	5,496	5,496	0.22	0.40	5.98	5,521
2025	1.04	8.24	7.65	10.8	0.01	0.35	0.29	0.64	0.32	0.04	0.37	—	1,693	1,693	0.07	0.03	0.58	1,704
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.44	3.74	36.2	33.7	0.05	1.60	7.97	9.57	1.47	3.99	5.46	—	5,484	5,484	0.23	0.08	0.03	5,508
2025	1.39	1.16	10.6	13.3	0.02	0.43	0.24	0.67	0.40	0.03	0.43	—	2,498	2,498	0.10	0.03	0.01	2,510

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.11	0.93	8.74	9.40	0.02	0.38	0.55	0.92	0.35	0.21	0.56	—	1,795	1,795	0.07	0.04	0.24	1,810
2025	0.31	0.77	2.34	3.00	0.01	0.10	0.07	0.16	0.09	0.01	0.10	—	545	545	0.02	0.01	0.04	548
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.20	0.17	1.60	1.72	< 0.005	0.07	0.10	0.17	0.06	0.04	0.10	—	297	297	0.01	0.01	0.04	300
2025	0.06	0.14	0.43	0.55	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	90.3	90.3	< 0.005	< 0.005	0.01	90.8

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	39.9	35.8	90.3	389	1.14	1.60	80.3	81.9	1.52	20.6	22.1	—	117,010	117,010	3.30	7.75	498	119,899
Area	0.13	0.40	0.01	0.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,246	1,246	0.08	0.01	—	1,251
Water	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Total	40.0	36.2	90.5	390	1.14	1.62	80.3	82.0	1.54	20.6	22.1	37.4	118,272	118,309	7.13	7.76	1,632	122,433
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	37.9	33.8	101	310	1.07	1.63	80.5	82.1	1.54	20.6	22.2	—	110,314	110,314	3.61	8.10	12.9	112,831
Area	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,246	1,246	0.08	0.01	—	1,251
Water	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Total	37.9	34.0	101	310	1.07	1.64	80.5	82.1	1.56	20.6	22.2	37.4	111,572	111,609	7.44	8.12	1,147	115,361
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	32.7	29.9	78.2	201	0.72	1.30	46.5	47.8	1.23	12.0	13.3	—	74,746	74,746	2.60	6.37	145	76,853
Area	0.06	0.34	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.50	1.50	< 0.005	< 0.005	—	1.50
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,246	1,246	0.08	0.01	—	1,251
Water	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Total	32.8	30.3	78.4	201	0.72	1.31	46.5	47.8	1.25	12.0	13.3	37.4	76,005	76,043	6.43	6.38	1,279	79,385
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.97	5.46	14.3	36.6	0.13	0.24	8.49	8.73	0.23	2.19	2.42	—	12,375	12,375	0.43	1.05	24.0	12,724
Area	0.01	0.06	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	206	206	0.01	< 0.005	—	207
Water	—	—	—	—	—	—	—	—	—	—	—	0.52	1.95	2.47	0.05	< 0.005	—	4.20
Waste	—	—	—	—	—	—	—	—	—	—	—	5.68	0.00	5.68	0.57	0.00	—	19.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	188	188
Total	5.98	5.52	14.3	36.7	0.13	0.24	8.49	8.73	0.23	2.19	2.42	6.20	12,584	12,590	1.07	1.06	212	13,143

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	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	3.12	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.17	0.17	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.46	5.46	< 0.005	< 0.005	< 0.005	5.73
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.08	0.07	0.06	0.61	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	81.8	81.8	0.01	< 0.005	0.01	83.1
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	91.5
Hauling	0.01	< 0.005	0.30	0.07	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	219	219	< 0.005	0.03	0.01	230
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.65	4.65	< 0.005	< 0.005	0.01	4.73
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.79	4.79	< 0.005	< 0.005	0.01	5.02
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.0	12.0	< 0.005	< 0.005	0.01	12.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.78
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	< 0.005	0.83
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.99	1.99	< 0.005	< 0.005	< 0.005	2.09

3.3. Site Preparation (2024) - Unmitigated

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

Location	TOG	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	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.39	5.39	< 0.005	< 0.005	< 0.005	5.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.46	5.46	< 0.005	< 0.005	< 0.005	5.73
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.16
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.03
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.06	0.91	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	0.01	< 0.005	0.44	110
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.4	87.4	< 0.005	0.01	0.23	91.7
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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.71	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.4	95.4	0.01	< 0.005	0.01	97.0
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	91.5
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.71	2.71	< 0.005	< 0.005	0.01	2.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.40	2.40	< 0.005	< 0.005	< 0.005	2.51
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	0.42
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	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	TOG	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	2.26	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.39	5.39	< 0.005	< 0.005	< 0.005	5.66

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.00	1.03	< 0.005	0.05	—	0.05	0.04	—	0.04	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.05	0.78	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	92.5	92.5	0.01	< 0.005	0.38	94.2
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.4	87.4	< 0.005	0.01	0.23	91.7
Hauling	0.10	0.05	2.85	0.70	0.01	0.04	0.58	0.62	0.04	0.16	0.20	—	2,247	2,247	0.05	0.35	5.36	2,359
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.65	4.65	< 0.005	< 0.005	0.01	4.73
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.79	4.79	< 0.005	< 0.005	0.01	5.02
Hauling	0.01	< 0.005	0.16	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	123	123	< 0.005	0.02	0.13	129
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.78
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	< 0.005	0.83
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.02	21.4

3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	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	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.39	5.39	< 0.005	< 0.005	< 0.005	5.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.46	5.46	< 0.005	< 0.005	< 0.005	5.73
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.55	5.12	5.98	0.01	0.23	—	0.23	0.21	—	0.21	—	1,093	1,093	0.04	0.01	—	1,097

Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	2.47	2.47	< 0.005	< 0.005	< 0.005	2.59
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.93	1.09	< 0.005	0.04	—	0.04	0.04	—	0.04	—	181	181	0.01	< 0.005	—	182
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	0.43
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.02	0.34	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.6	40.6	< 0.005	< 0.005	0.17	41.4
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.8	60.8	< 0.005	0.01	0.16	63.8
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.27	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.9	35.9	< 0.005	< 0.005	< 0.005	36.5
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.9	60.9	< 0.005	0.01	< 0.005	63.7
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.0	17.0	< 0.005	< 0.005	0.03	17.3
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.7	27.7	< 0.005	< 0.005	0.03	29.0
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.81	2.81	< 0.005	< 0.005	0.01	2.86
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.59	4.59	< 0.005	< 0.005	0.01	4.81
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	0.00

3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.36	5.36	< 0.005	< 0.005	< 0.005	5.63
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.84	2.30	< 0.005	0.08	—	0.08	0.07	—	0.07	—	422	422	0.02	< 0.005	—	424
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.94	0.94	< 0.005	< 0.005	< 0.005	0.98
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.34	0.42	< 0.005	0.01	—	0.01	0.01	—	0.01	—	69.9	69.9	< 0.005	< 0.005	—	70.2
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	0.16
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.02	0.25	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.2	35.2	< 0.005	< 0.005	< 0.005	35.7
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.8	59.8	< 0.005	0.01	< 0.005	62.5
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.42	6.42	< 0.005	< 0.005	0.01	6.54
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.01	11.0
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.06	1.06	< 0.005	< 0.005	< 0.005	1.08
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.74	1.74	< 0.005	< 0.005	< 0.005	1.82
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	0.00

3.11. Paving (2025) - Unmitigated

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

Location	TOG	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	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.28	5.28	< 0.005	< 0.005	< 0.005	5.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.04	0.41	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.71	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	90.5	90.5	0.01	< 0.005	0.35	92.2
Vendor	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85.9	85.9	< 0.005	0.01	0.23	90.0
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.55	4.55	< 0.005	< 0.005	0.01	4.63
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.71	4.71	< 0.005	< 0.005	0.01	4.93
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.75	0.75	< 0.005	< 0.005	< 0.005	0.77
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	< 0.005	0.82
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	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	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	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	8.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.28	5.28	< 0.005	< 0.005	< 0.005	5.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	0.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.95	7.95	< 0.005	< 0.005	0.03	8.09
Vendor	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85.9	85.9	< 0.005	0.01	0.23	90.0
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.71	4.71	< 0.005	< 0.005	0.01	4.93
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	< 0.005	0.82
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	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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	29.4	26.9	33.3	278	0.61	0.56	49.7	50.2	0.53	12.6	13.2	—	62,152	62,152	2.21	2.85	247	63,304
Fast Food Restaurant with Drive Thru	3.11	2.89	2.32	40.2	0.09	0.04	8.24	8.28	0.03	2.08	2.12	—	9,089	9,089	0.23	0.23	34.5	9,196
Fast Food Restaurant w/o Drive Thru	3.00	2.78	2.24	38.7	0.09	0.04	7.94	7.98	0.03	2.01	2.04	—	8,758	8,758	0.22	0.22	33.2	8,862
Enclosed Parking Structure	4.33	3.22	52.5	32.4	0.35	0.97	14.5	15.4	0.93	3.89	4.83	—	37,011	37,011	0.64	4.45	183	38,537
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	0.00	0.00	0.00	0.00
Total	39.9	35.8	90.3	389	1.14	1.60	80.3	81.9	1.52	20.6	22.1	—	117,010	117,010	3.30	7.75	498	119,899
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	26.5	24.0	38.3	221	0.56	0.56	49.7	50.2	0.53	12.6	13.2	—	56,817	56,817	2.45	3.08	6.40	57,802
Fast Food Restaurant with Drive Thru	2.84	2.61	2.90	29.2	0.08	0.04	8.24	8.28	0.03	2.08	2.12	—	8,080	8,080	0.27	0.26	0.89	8,165

Fast Food Restaurant w/o Drive Thru	2.74	2.51	2.79	28.1	0.08	0.04	7.94	7.98	0.03	2.01	2.04	—	7,786	7,786	0.26	0.25	0.86	7,868
Enclosed Parking Structure	5.75	4.66	57.3	32.4	0.36	1.00	14.6	15.6	0.95	3.93	4.88	—	37,631	37,631	0.64	4.51	4.76	38,996
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	0.00	0.00	0.00	0.00
Total	37.9	33.8	101	310	1.07	1.63	80.5	82.1	1.54	20.6	22.2	—	110,314	110,314	3.61	8.10	12.9	112,831
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	3.93	3.69	3.30	21.7	0.04	0.04	3.69	3.74	0.04	0.94	0.98	—	4,099	4,099	0.25	0.24	7.30	4,186
Fast Food Restaurant with Drive Thru	0.48	0.45	0.30	3.49	0.01	< 0.005	0.74	0.75	< 0.005	0.19	0.19	—	711	711	0.03	0.03	1.24	721
Fast Food Restaurant w/o Drive Thru	0.50	0.46	0.46	5.49	0.01	0.01	1.43	1.43	0.01	0.36	0.37	—	1,335	1,335	0.04	0.04	2.38	1,350
Enclosed Parking Structure	1.06	0.86	10.2	5.95	0.07	0.18	2.63	2.81	0.17	0.71	0.88	—	6,229	6,229	0.11	0.74	13.1	6,467
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	0.00	0.00	0.00	0.00
Total	5.97	5.46	14.3	36.6	0.13	0.24	8.49	8.73	0.23	2.19	2.42	—	12,375	12,375	0.43	1.05	24.0	12,724

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	269	269	0.02	< 0.005	—	270
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	113	113	0.01	< 0.005	—	113
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	110	110	0.01	< 0.005	—	110
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	37.9	37.9	< 0.005	< 0.005	—	38.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	527	527	0.03	< 0.005	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,057	1,057	0.07	0.01	—	1,061
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	269	269	0.02	< 0.005	—	270

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	113	113	0.01	< 0.005	—	113
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	110	110	0.01	< 0.005	—	110
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	37.9	37.9	< 0.005	< 0.005	—	38.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	527	527	0.03	< 0.005	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,057	1,057	0.07	0.01	—	1,061
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	44.6	44.6	< 0.005	< 0.005	—	44.8
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	18.7	18.7	< 0.005	< 0.005	—	18.8
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	18.2	18.2	< 0.005	< 0.005	—	18.3
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	6.28	6.28	< 0.005	< 0.005	—	6.30
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	87.2	87.2	0.01	< 0.005	—	87.5

Total	—	—	—	—	—	—	—	—	—	—	—	—	175	175	0.01	< 0.005	—	176

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.5	32.5	< 0.005	< 0.005	—	32.6
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	79.5	79.5	0.01	< 0.005	—	79.7
Fast Food Restaurant w/o Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.5	77.5	0.01	< 0.005	—	77.7
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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	—	0.00
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.5	32.5	< 0.005	< 0.005	—	32.6
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	79.5	79.5	0.01	< 0.005	—	79.7
Fast Food Restaurant w/o Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.5	77.5	0.01	< 0.005	—	77.7
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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	—	0.00
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.38	5.38	< 0.005	< 0.005	—	5.39
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.2	13.2	< 0.005	< 0.005	—	13.2
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.8	12.8	< 0.005	< 0.005	—	12.9

Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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	—	0.00
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.4	31.4	< 0.005	< 0.005	—	31.5

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	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	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.12	0.01	0.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Total	0.13	0.40	0.01	0.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25
Total	0.01	0.06	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.77	2.34	3.11	0.08	< 0.005	—	5.66

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.21	3.63	4.84	0.12	< 0.005	—	8.83
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.18	3.54	4.72	0.12	< 0.005	—	8.61
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.04	0.04	< 0.005	< 0.005	—	0.04
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	2.21	2.21	< 0.005	< 0.005	—	2.21
Total	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.77	2.34	3.11	0.08	< 0.005	—	5.66
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.21	3.63	4.84	0.12	< 0.005	—	8.83
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.18	3.54	4.72	0.12	< 0.005	—	8.61
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.04	0.04	< 0.005	< 0.005	—	0.04

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	2.21	2.21	< 0.005	< 0.005	—	2.21
Total	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.13	0.39	0.52	0.01	< 0.005	—	0.94
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.20	0.60	0.80	0.02	< 0.005	—	1.46
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.20	0.59	0.78	0.02	< 0.005	—	1.42
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.01	0.01	< 0.005	< 0.005	—	0.01
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.37	0.37	< 0.005	< 0.005	—	0.37
Total	—	—	—	—	—	—	—	—	—	—	—	0.52	1.95	2.47	0.05	< 0.005	—	4.20

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Convenie Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	8.81	0.00	8.81	0.88	0.00	—	30.8
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.9	0.00	12.9	1.29	0.00	—	45.2
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.0
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenie nce Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	8.81	0.00	8.81	0.88	0.00	—	30.8
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.9	0.00	12.9	1.29	0.00	—	45.2
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.0

Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	1.46	0.00	1.46	0.15	0.00	—	5.10
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.14	0.00	2.14	0.21	0.00	—	7.48
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.08	0.00	2.08	0.21	0.00	—	7.28
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.68	0.00	5.68	0.57	0.00	—	19.9

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,128	1,128
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.25	3.25
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.17	3.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,128	1,128
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.25	3.25
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.17	3.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	187	187
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.54	0.54
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.52	0.52
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	188	188

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	TOG	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	TOG	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)

Equipment Type	TOG	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	TOG	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	TOG	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	TOG	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Demolition	Demolition	3/1/2024	3/29/2024	5.00	20.0	Demolition of existing residences
Site Preparation	Site Preparation	3/30/2024	4/13/2024	5.00	10.0	—
Grading	Grading	4/14/2024	5/12/2024	5.00	20.0	—
Building Construction	Building Construction	5/13/2024	3/31/2025	5.00	230	—
Paving	Paving	4/1/2025	4/29/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	4/30/2025	5/28/2025	5.00	20.0	—

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
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
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	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	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
Demolition	—	—	—	—
Demolition	Worker	15.0	7.70	LDA,LDT1,LDT2
Demolition	Vendor	4.00	6.80	HHDT,MHDT
Demolition	Hauling	3.05	20.0	HHDT
Demolition	Onsite truck	2.00	0.25	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	6.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	4.00	6.80	HHDT,MHDT
Grading	Hauling	31.3	20.0	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	6.59	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	2.78	6.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	2.00	0.25	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	4.00	6.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	1.32	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	4.00	6.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	2.00	0.25	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

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	14,649	4,809	25,198

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	5,300	—
Site Preparation	—	—	15.0	0.00	—
Grading	2,500	2,500	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	9.64

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Convenience Market with Gas Pumps	0.00	0%
Fast Food Restaurant with Drive Thru	0.00	0%
Fast Food Restaurant w/o Drive Thru	0.00	0%
Enclosed Parking Structure	0.17	100%
Parking Lot	0.64	100%
Parking Lot	8.83	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	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
Convenience Market with Gas Pumps	5,255	5,255	5,255	1,918,221	12,521	69,854	69,854	10,549,060

Fast Food Restaurant with Drive Thru	888	888	888	324,212	3,599	11,806	11,806	2,169,564
Fast Food Restaurant w/o Drive Thru	856	856	856	312,422	11,377	11,377	11,377	4,152,643
Enclosed Parking Structure	1,277	1,277	1,277	466,032	16,971	16,971	16,971	6,194,391
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	14,649	4,809	25,198

5.10.3. Landscape Equipment

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 CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	184,784	532	0.0330	0.0040	101,336
Fast Food Restaurant with Drive Thru	77,540	532	0.0330	0.0040	248,117
Fast Food Restaurant w/o Drive Thru	75,526	532	0.0330	0.0040	241,673
Enclosed Parking Structure	26,026	532	0.0330	0.0040	0.00
Parking Lot	24,383	532	0.0330	0.0040	0.00
Parking Lot	336,990	532	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)
Convenience Market with Gas Pumps	402,880	8,249
Fast Food Restaurant with Drive Thru	631,047	3,153
Fast Food Restaurant w/o Drive Thru	614,656	3,071
Enclosed Parking Structure	0.00	11,273
Parking Lot	0.00	42,217
Parking Lot	0.00	583,455

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	16.3	—

Fast Food Restaurant with Drive Thru	23.9	—
Fast Food Restaurant w/o Drive Thru	23.3	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—
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
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

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

5.16. 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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction start date of 3/2024 and end date of 5/2025 with no phasing (project-specific schedule matches overall CalEEMod default schedule)
Operations: Vehicle Data	Project-specific trip rates, consistent with the Traffic Impact Study prepared LAV/Pinnacle, dated August 14, 2023. 8,276 daily project trips after reductions from internal capture.
Operations: Fleet Mix	Trucks only for diesel fueling, passenger only fleet mix for drive-through uses, default fleet mix retained for the main convenience store land use. Fleet mixes based on default fleet mix for Tulare County in the 2025 operational year. See supporting information for fleet mix calculations.

Lindsay Travel Center - Localized Assessment Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lindsay Travel Center - Localized Assessment
Construction Start Date	3/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	25.6
Location	36.2117, -119.114
County	Tulare
City	Lindsay
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2725
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

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

Convenience Market with Gas Pumps	5.44	1000sqft	0.12	5,439	572	—	—	—
Fast Food Restaurant with Drive Thru	2.08	1000sqft	0.05	2,079	218	—	—	—
Fast Food Restaurant w/o Drive Thru	2.02	1000sqft	0.05	2,025	213	—	—	—
Enclosed Parking Structure	7.43	1000sqft	0.17	7,433	781	—	—	—
Parking Lot	71.0	Space	0.64	0.00	2,925	—	—	—
Parking Lot	8.83	Acre	8.83	0.00	40,428	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.44	3.74	36.1	33.2	0.05	1.60	7.86	9.46	1.47	3.96	5.43	—	5,322	5,322	0.22	0.05	0.18	5,341
2025	1.03	8.23	7.55	10.2	0.01	0.35	0.19	0.54	0.32	0.02	0.34	—	1,536	1,536	0.07	0.02	0.04	1,542
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.42	3.73	36.1	33.3	0.05	1.60	7.86	9.46	1.47	3.96	5.43	—	5,321	5,321	0.22	0.05	< 0.005	5,341
2025	1.38	1.16	10.5	13.2	0.02	0.43	0.19	0.62	0.40	0.02	0.42	—	2,414	2,414	0.10	0.02	< 0.005	2,423

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.10	0.92	8.55	9.23	0.02	0.37	0.48	0.85	0.34	0.19	0.54	—	1,606	1,606	0.07	0.02	0.01	1,612
2025	0.31	0.77	2.32	2.95	0.01	0.10	0.05	0.15	0.09	0.01	0.09	—	517	517	0.02	< 0.005	< 0.005	520
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.20	0.17	1.56	1.68	< 0.005	0.07	0.09	0.16	0.06	0.04	0.10	—	266	266	0.01	< 0.005	< 0.005	267
2025	0.06	0.14	0.42	0.54	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	85.7	85.7	< 0.005	< 0.005	< 0.005	86.0

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	25.3	24.6	15.1	64.7	0.06	0.10	3.02	3.12	0.09	0.78	0.87	—	6,265	6,265	1.28	0.94	18.7	6,597
Area	0.13	0.40	0.01	0.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,246	1,246	0.08	0.01	—	1,251
Water	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Total	25.5	25.0	15.2	65.6	0.06	0.11	3.02	3.13	0.10	0.78	0.88	37.4	7,526	7,564	5.11	0.96	1,153	9,130
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	23.5	22.6	16.6	81.7	0.06	0.10	3.03	3.13	0.09	0.78	0.87	—	6,065	6,065	1.66	1.01	0.49	6,409
Area	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,246	1,246	0.08	0.01	—	1,251
Water	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Total	23.5	22.8	16.8	81.9	0.06	0.11	3.03	3.14	0.11	0.78	0.88	37.4	7,323	7,361	5.49	1.03	1,135	8,939
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	23.9	23.1	15.8	70.8	0.06	0.10	2.98	3.08	0.09	0.76	0.86	—	6,115	6,115	1.46	0.97	8.09	6,448
Area	0.06	0.34	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.50	1.50	< 0.005	< 0.005	—	1.50
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,246	1,246	0.08	0.01	—	1,251
Water	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Waste	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Total	24.0	23.4	15.9	71.3	0.06	0.11	2.98	3.09	0.11	0.76	0.87	37.4	7,375	7,412	5.30	0.99	1,142	8,980
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.37	4.21	2.88	12.9	0.01	0.02	0.54	0.56	0.02	0.14	0.16	—	1,012	1,012	0.24	0.16	1.34	1,068
Area	0.01	0.06	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	206	206	0.01	< 0.005	—	207
Water	—	—	—	—	—	—	—	—	—	—	—	0.52	1.95	2.47	0.05	< 0.005	—	4.20
Waste	—	—	—	—	—	—	—	—	—	—	—	5.68	0.00	5.68	0.57	0.00	—	19.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	188	188
Total	4.38	4.27	2.91	13.0	0.01	0.02	0.54	0.56	0.02	0.14	0.16	6.20	1,221	1,227	0.88	0.16	189	1,487

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	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	3.12	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.17	0.17	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.46	5.46	< 0.005	< 0.005	< 0.005	5.73
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.07	0.07	0.02	0.26	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.07	8.07	< 0.005	< 0.005	< 0.005	8.64
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	11.2
Hauling	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.0	11.0	< 0.005	< 0.005	< 0.005	11.5
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.48
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.61
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.63
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.08
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10

3.3. Site Preparation (2024) - Unmitigated

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

Location	TOG	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	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.39	5.39	< 0.005	< 0.005	< 0.005	5.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.46	5.46	< 0.005	< 0.005	< 0.005	5.73
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.16
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.03
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.02	0.23	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.03	10.7
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	11.2
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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.02	0.30	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.42	9.42	0.01	< 0.005	< 0.005	10.1
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	11.2
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	< 0.005	0.28
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.31
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.05
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
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	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	TOG	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	2.26	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.39	5.39	< 0.005	< 0.005	< 0.005	5.66

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.00	1.03	< 0.005	0.05	—	0.05	0.04	—	0.04	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.02	0.20	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.64	8.64	< 0.005	< 0.005	0.02	9.19
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	11.2
Hauling	0.04	0.03	0.54	0.35	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	112	112	0.01	0.02	0.13	117
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.48
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.61
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	< 0.005	6.44
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.08
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.02	1.02	< 0.005	< 0.005	< 0.005	1.07

3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	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	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.39	5.39	< 0.005	< 0.005	< 0.005	5.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.46	5.46	< 0.005	< 0.005	< 0.005	5.73
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.55	5.12	5.98	0.01	0.23	—	0.23	0.21	—	0.21	—	1,093	1,093	0.04	0.01	—	1,097

Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	2.47	2.47	< 0.005	< 0.005	< 0.005	2.59
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.93	1.09	< 0.005	0.04	—	0.04	0.04	—	0.04	—	181	181	0.01	< 0.005	—	182
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	0.43
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.01	0.09	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.79	3.79	< 0.005	< 0.005	0.01	4.04
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.41	7.41	< 0.005	< 0.005	0.01	7.77
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.55	3.55	< 0.005	< 0.005	< 0.005	3.79
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.46	7.46	< 0.005	< 0.005	< 0.005	7.81
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	1.75
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.39	3.39	< 0.005	< 0.005	< 0.005	3.55
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.29
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 0.005	< 0.005	0.59
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	0.00

3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.36	5.36	< 0.005	< 0.005	< 0.005	5.63
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.84	2.30	< 0.005	0.08	—	0.08	0.07	—	0.07	—	422	422	0.02	< 0.005	—	424
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.94	0.94	< 0.005	< 0.005	< 0.005	0.98
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.34	0.42	< 0.005	0.01	—	0.01	0.01	—	0.01	—	69.9	69.9	< 0.005	< 0.005	—	70.2
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	0.16
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.46	3.46	< 0.005	< 0.005	< 0.005	3.71
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.34	7.34	< 0.005	< 0.005	< 0.005	7.68
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	0.66
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.29	1.29	< 0.005	< 0.005	< 0.005	1.35
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.21	0.21	< 0.005	< 0.005	< 0.005	0.22
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	0.00

3.11. Paving (2025) - Unmitigated

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

Location	TOG	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	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.28	5.28	< 0.005	< 0.005	< 0.005	5.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.04	0.41	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.01	0.18	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.44	8.44	< 0.005	< 0.005	0.02	8.99
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	11.0
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.44	0.44	< 0.005	< 0.005	< 0.005	0.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	0.60
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.08
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
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	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	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	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	8.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.19	0.19	< 0.005	0.02	0.02	—	5.28	5.28	< 0.005	< 0.005	< 0.005	5.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	0.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	0.79
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	11.0
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	0.60
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
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	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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	20.5	20.0	6.19	43.8	0.03	0.04	1.87	1.91	0.04	0.48	0.52	—	3,340	3,340	0.87	0.50	9.28	3,521
Fast Food Restaurant with Drive Thru	2.62	2.55	0.67	7.08	< 0.005	0.01	0.31	0.32	< 0.005	0.08	0.08	—	494	494	0.14	0.07	1.30	521
Fast Food Restaurant w/o Drive Thru	2.52	2.46	0.65	6.83	< 0.005	0.01	0.30	0.30	< 0.005	0.08	0.08	—	476	476	0.14	0.07	1.25	502
Enclosed Parking Structure	-0.33	-0.49	7.54	7.02	0.02	0.04	0.54	0.59	0.04	0.15	0.19	—	1,956	1,956	0.13	0.29	6.88	2,053
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	0.00	0.00	0.00	0.00
Total	25.3	24.6	15.1	64.7	0.06	0.10	3.02	3.12	0.09	0.78	0.87	—	6,265	6,265	1.28	0.94	18.7	6,597
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	17.7	17.1	7.02	56.0	0.03	0.05	1.87	1.91	0.04	0.48	0.52	—	3,170	3,170	1.15	0.55	0.24	3,362
Fast Food Restaurant with Drive Thru	2.39	2.30	0.79	9.24	< 0.005	0.01	0.31	0.32	< 0.005	0.08	0.08	—	461	461	0.19	0.08	0.03	490

Fast Food Restaurant w/o Drive Thru	2.30	2.22	0.76	8.90	< 0.005	0.01	0.30	0.30	< 0.005	0.08	0.08	—	444	444	0.18	0.08	0.03	472
Enclosed Parking Structure	1.11	0.96	8.05	7.62	0.02	0.04	0.55	0.59	0.04	0.15	0.19	—	1,990	1,990	0.13	0.30	0.18	2,084
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	0.00	0.00	0.00	0.00
Total	23.5	22.6	16.6	81.7	0.06	0.10	3.03	3.13	0.09	0.78	0.87	—	6,065	6,065	1.66	1.01	0.49	6,409
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	3.30	3.20	1.19	8.77	0.01	0.01	0.34	0.34	0.01	0.09	0.09	—	532	532	0.17	0.09	0.66	562
Fast Food Restaurant with Drive Thru	0.44	0.42	0.13	1.43	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	77.6	77.6	0.03	0.01	0.09	82.2
Fast Food Restaurant w/o Drive Thru	0.42	0.41	0.13	1.38	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	74.8	74.8	0.03	0.01	0.09	79.2
Enclosed Parking Structure	0.21	0.18	1.43	1.34	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	328	328	0.02	0.05	0.49	344
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	0.00	0.00	0.00	0.00
Total	4.37	4.21	2.88	12.9	0.01	0.02	0.54	0.56	0.02	0.14	0.16	—	1,012	1,012	0.24	0.16	1.34	1,068

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	269	269	0.02	< 0.005	—	270
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	113	113	0.01	< 0.005	—	113
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	110	110	0.01	< 0.005	—	110
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	37.9	37.9	< 0.005	< 0.005	—	38.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	527	527	0.03	< 0.005	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,057	1,057	0.07	0.01	—	1,061
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	269	269	0.02	< 0.005	—	270

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	113	113	0.01	< 0.005	—	113
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	110	110	0.01	< 0.005	—	110
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	37.9	37.9	< 0.005	< 0.005	—	38.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	527	527	0.03	< 0.005	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,057	1,057	0.07	0.01	—	1,061
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	44.6	44.6	< 0.005	< 0.005	—	44.8
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	18.7	18.7	< 0.005	< 0.005	—	18.8
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	18.2	18.2	< 0.005	< 0.005	—	18.3
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	6.28	6.28	< 0.005	< 0.005	—	6.30
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	87.2	87.2	0.01	< 0.005	—	87.5

Total	—	—	—	—	—	—	—	—	—	—	—	—	175	175	0.01	< 0.005	—	176

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.5	32.5	< 0.005	< 0.005	—	32.6
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	79.5	79.5	0.01	< 0.005	—	79.7
Fast Food Restaurant w/o Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.5	77.5	0.01	< 0.005	—	77.7
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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	—	0.00
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.5	32.5	< 0.005	< 0.005	—	32.6
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	79.5	79.5	0.01	< 0.005	—	79.7
Fast Food Restaurant w/o Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.5	77.5	0.01	< 0.005	—	77.7
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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	—	0.00
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.38	5.38	< 0.005	< 0.005	—	5.39
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.2	13.2	< 0.005	< 0.005	—	13.2
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.8	12.8	< 0.005	< 0.005	—	12.9

Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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	—	0.00
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.4	31.4	< 0.005	< 0.005	—	31.5

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	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	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.12	0.01	0.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Total	0.13	0.40	0.01	0.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.04	3.04	< 0.005	< 0.005	—	3.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25
Total	0.01	0.06	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.77	2.34	3.11	0.08	< 0.005	—	5.66

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.21	3.63	4.84	0.12	< 0.005	—	8.83
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.18	3.54	4.72	0.12	< 0.005	—	8.61
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.04	0.04	< 0.005	< 0.005	—	0.04
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	2.21	2.21	< 0.005	< 0.005	—	2.21
Total	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.77	2.34	3.11	0.08	< 0.005	—	5.66
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.21	3.63	4.84	0.12	< 0.005	—	8.83
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.18	3.54	4.72	0.12	< 0.005	—	8.61
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.04	0.04	< 0.005	< 0.005	—	0.04

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	2.21	2.21	< 0.005	< 0.005	—	2.21
Total	—	—	—	—	—	—	—	—	—	—	—	3.16	11.8	14.9	0.32	0.01	—	25.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.13	0.39	0.52	0.01	< 0.005	—	0.94
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.20	0.60	0.80	0.02	< 0.005	—	1.46
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.20	0.59	0.78	0.02	< 0.005	—	1.42
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.01	0.01	< 0.005	< 0.005	—	0.01
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.37	0.37	< 0.005	< 0.005	—	0.37
Total	—	—	—	—	—	—	—	—	—	—	—	0.52	1.95	2.47	0.05	< 0.005	—	4.20

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Convenie Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	8.81	0.00	8.81	0.88	0.00	—	30.8
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.9	0.00	12.9	1.29	0.00	—	45.2
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.0
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	8.81	0.00	8.81	0.88	0.00	—	30.8
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.9	0.00	12.9	1.29	0.00	—	45.2
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.0

Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	34.3	0.00	34.3	3.43	0.00	—	120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	1.46	0.00	1.46	0.15	0.00	—	5.10
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.14	0.00	2.14	0.21	0.00	—	7.48
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.08	0.00	2.08	0.21	0.00	—	7.28
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.68	0.00	5.68	0.57	0.00	—	19.9

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,128	1,128
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.25	3.25
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.17	3.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,128	1,128
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.25	3.25
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.17	3.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,134	1,134

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	187	187
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.54	0.54
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.52	0.52
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	188	188

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	TOG	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	TOG	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)

Equipment Type	TOG	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	TOG	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	TOG	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	TOG	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Demolition	Demolition	3/1/2024	3/29/2024	5.00	20.0	Demolition of existing residences
Site Preparation	Site Preparation	3/30/2024	4/13/2024	5.00	10.0	—
Grading	Grading	4/14/2024	5/12/2024	5.00	20.0	—
Building Construction	Building Construction	5/13/2024	3/31/2025	5.00	230	—
Paving	Paving	4/1/2025	4/29/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	4/30/2025	5/28/2025	5.00	20.0	—

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
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
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	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	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
Demolition	—	—	—	—
Demolition	Worker	15.0	0.50	LDA,LDT1,LDT2
Demolition	Vendor	4.00	0.50	HHDT,MHDT
Demolition	Hauling	3.05	0.50	HHDT
Demolition	Onsite truck	2.00	0.25	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	0.50	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	0.50	HHDT,MHDT
Site Preparation	Hauling	0.00	0.50	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	0.50	LDA,LDT1,LDT2
Grading	Vendor	4.00	0.50	HHDT,MHDT
Grading	Hauling	31.3	0.50	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	6.59	0.50	LDA,LDT1,LDT2
Building Construction	Vendor	2.78	0.50	HHDT,MHDT
Building Construction	Hauling	0.00	0.50	HHDT
Building Construction	Onsite truck	2.00	0.25	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	0.50	LDA,LDT1,LDT2
Paving	Vendor	4.00	0.50	HHDT,MHDT
Paving	Hauling	0.00	0.50	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	1.32	0.50	LDA,LDT1,LDT2
Architectural Coating	Vendor	4.00	0.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	0.50	HHDT
Architectural Coating	Onsite truck	2.00	0.25	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

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	14,649	4,809	25,198

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	5,300	—
Site Preparation	—	—	15.0	0.00	—
Grading	2,500	2,500	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	9.64

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Convenience Market with Gas Pumps	0.00	0%
Fast Food Restaurant with Drive Thru	0.00	0%
Fast Food Restaurant w/o Drive Thru	0.00	0%
Enclosed Parking Structure	0.17	100%
Parking Lot	0.64	100%
Parking Lot	8.83	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	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
Convenience Market with Gas Pumps	5,255	5,255	5,255	1,918,221	2,628	2,628	2,628	959,110

Fast Food Restaurant with Drive Thru	888	888	888	324,212	444	444	444	162,106
Fast Food Restaurant w/o Drive Thru	856	856	856	312,422	428	428	428	156,211
Enclosed Parking Structure	1,277	1,277	1,277	466,032	638	638	638	233,016
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	14,649	4,809	25,198

5.10.3. Landscape Equipment

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 CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	184,784	532	0.0330	0.0040	101,336
Fast Food Restaurant with Drive Thru	77,540	532	0.0330	0.0040	248,117
Fast Food Restaurant w/o Drive Thru	75,526	532	0.0330	0.0040	241,673
Enclosed Parking Structure	26,026	532	0.0330	0.0040	0.00
Parking Lot	24,383	532	0.0330	0.0040	0.00
Parking Lot	336,990	532	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)
Convenience Market with Gas Pumps	402,880	8,249
Fast Food Restaurant with Drive Thru	631,047	3,153
Fast Food Restaurant w/o Drive Thru	614,656	3,071
Enclosed Parking Structure	0.00	11,273
Parking Lot	0.00	42,217
Parking Lot	0.00	583,455

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	16.3	—

Fast Food Restaurant with Drive Thru	23.9	—
Fast Food Restaurant w/o Drive Thru	23.3	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—
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
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

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

5.16. 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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction start date of 3/2024 and end date of 5/2025 with no phasing (project-specific schedule matches overall CalEEMod default schedule)
Operations: Vehicle Data	Operational trip lengths updated to 0.5 mile to account for on-site and localized emissions from mobile sources. Project-specific trip rates, consistent with the Traffic Impact Study prepared LAV/Pinnacle, dated August 14, 2023. 8,276 daily project trips after reductions from internal capture.
Operations: Fleet Mix	Trucks only for diesel fueling, passenger only fleet mix for drive-through uses, default fleet mix retained for the main convenience store land use. Fleet mixes based on default fleet mix for Tulare County in the 2025 operational year. See supporting information for fleet mix calculations.
Construction: Trips and VMT	Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions from worker, vendor, and haul vehicles.

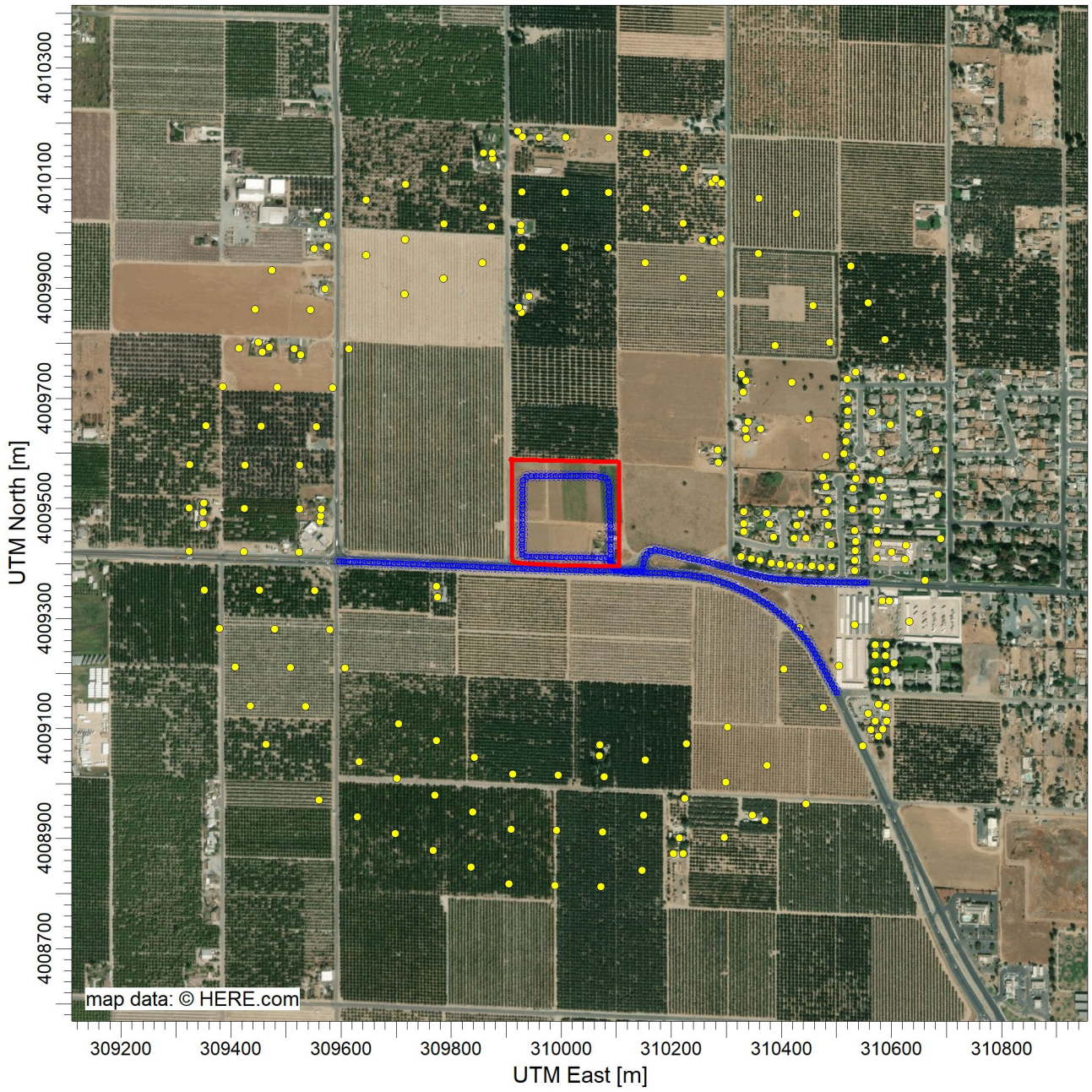
ATTACHMENT B
Construction and Operational Health Risk Assessments

Health Risk Assessment

General Parameters

PROJECT TITLE:

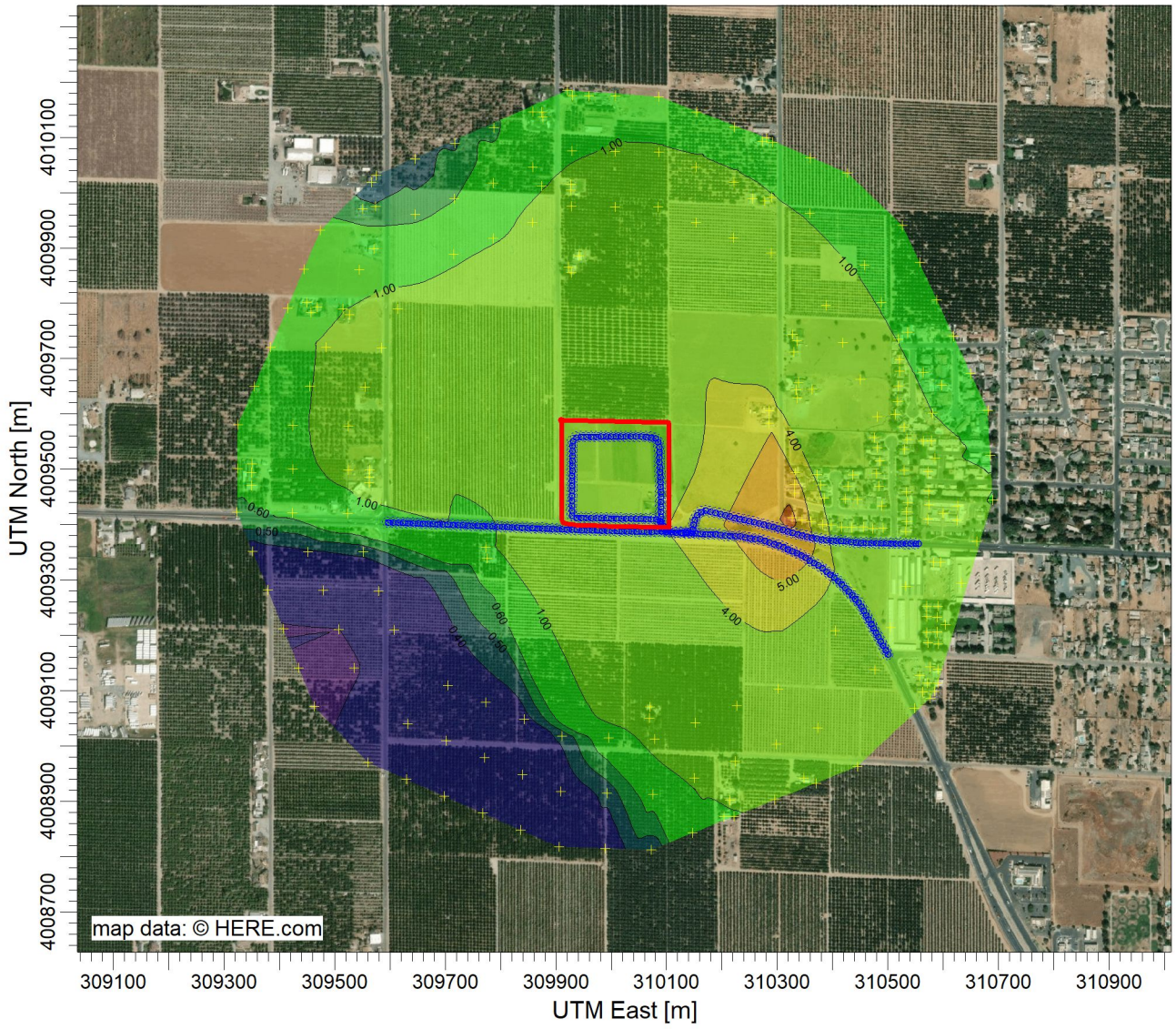
Graphical Representation of AERMOD Inputs



COMMENTS:	SOURCES: **5**	COMPANY NAME:	
	RECEPTORS: **239**	MODELER:	
		SCALE: 1:11,611 0 0.4 km	
		DATE: **1/3/2024**	PROJECT NO.:

PROJECT TITLE:

Air Dispersion Trend – Construction Site (Unit Emissions)



PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 4 YEARS FOR SOURCE GROUP: AREA ug/m^3

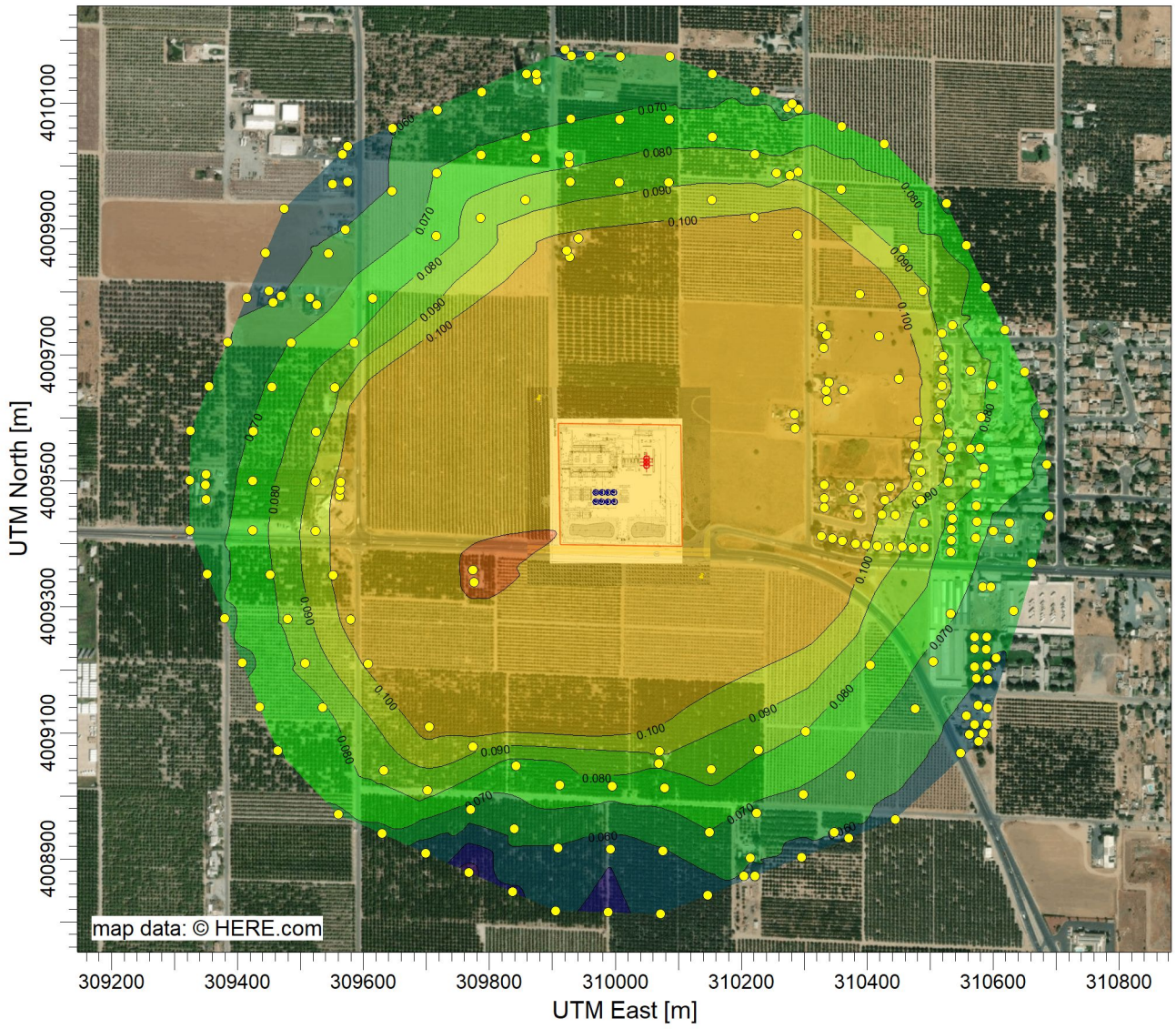
Max: 6.21 [ug/m^3] at (310326.69, 4009412.63)

0.06 0.10 0.40 0.50 0.60 1.00 4.00 5.00 6.00 6.21

COMMENTS:	SOURCES: **5**	COMPANY NAME:	
	RECEPTORS: **239**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:12,440 0 0.4 km	
	MAX: **6.21 ug/m^3**	DATE: **1/3/2024**	PROJECT NO.:

PROJECT TITLE:

Air Dispersion Trend - Operational Benzene



PLOT FILE OF HIGH 1ST HIGH 1-HR VALUES FOR SOURCE GROUP: ALL ug/m^3

Max: 0.212 [ug/m^3] at (309775.55, 4009339.14)

0.035 0.040 0.050 0.060 0.070 0.080 0.090 0.100 0.200 0.212

COMMENTS:	SOURCES: **19**	COMPANY NAME:	
	RECEPTORS: **238**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:10,930 0 0.4 km	
	MAX: **0.212 ug/m^3**	DATE: **1/11/2024**	PROJECT NO.:

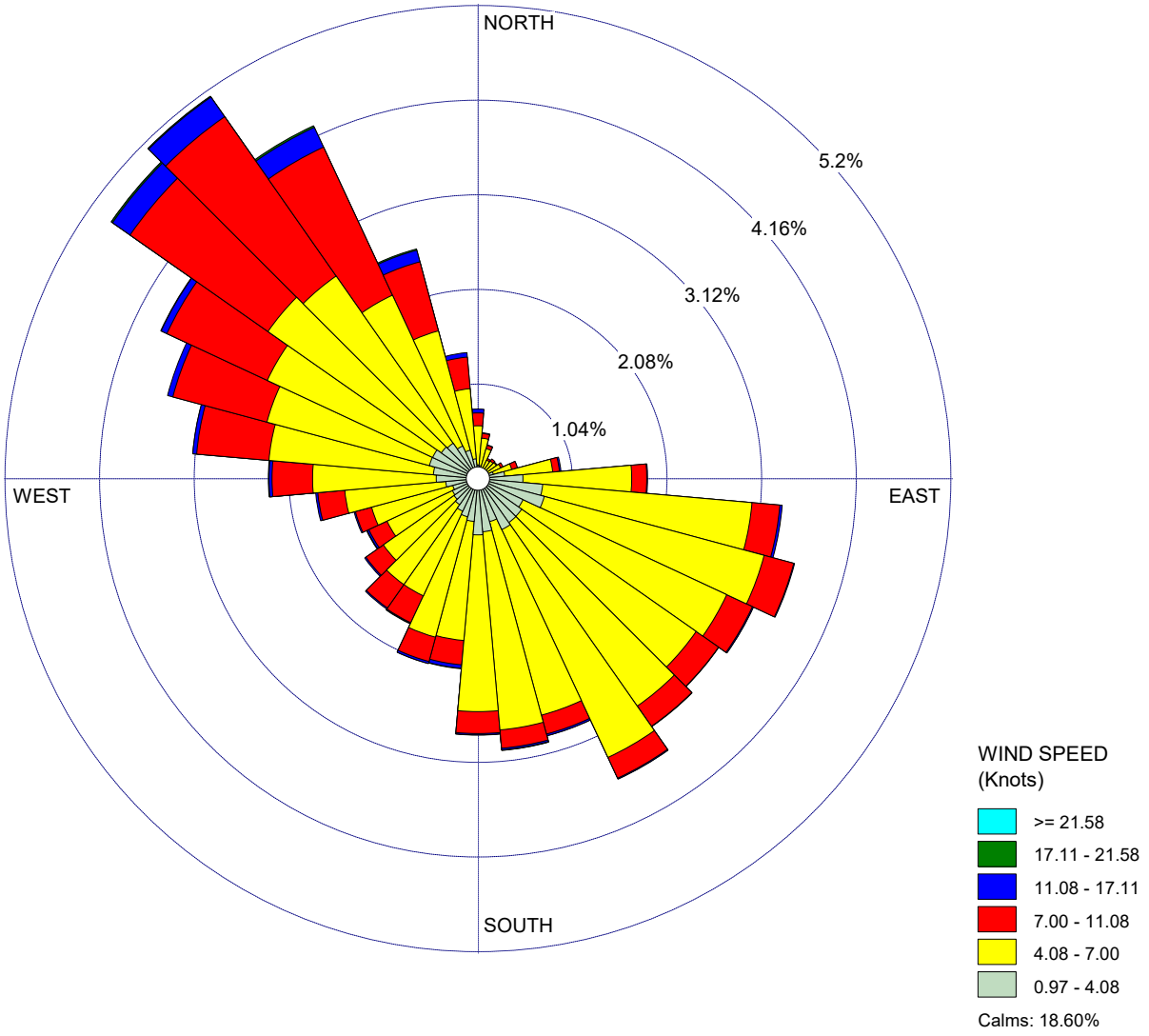

Maximally Exposed Sensitive Receptor Location
Legend
MER (36°12'39.5"N 119°06'36.0"W)
Project Site
Cedar Ave
Oak Ave
Lea Way
Maple Ave
N Spruce Ave
Ash Ave
W Farview Dr
36°12'39.5"N 119°06'36.0"W
W Tulare Rd
65
Rd 203
Fresno St
Fresno St
Google Earth
N
1000 ft

WIND ROSE PLOT:

Wind Rose – Station #23149 – Blowing From

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD: **Start Date: 1/1/2006 - 00:00** **End Date: 1/1/2010 - 23:59**	COMPANY NAME:	
		MODELER:	
	CALM WINDS: **18.60%**	TOTAL COUNT: **34602 hrs.**	
	AVG. WIND SPEED: **4.70 Knots**	DATE: **1/3/2024**	PROJECT NO.:

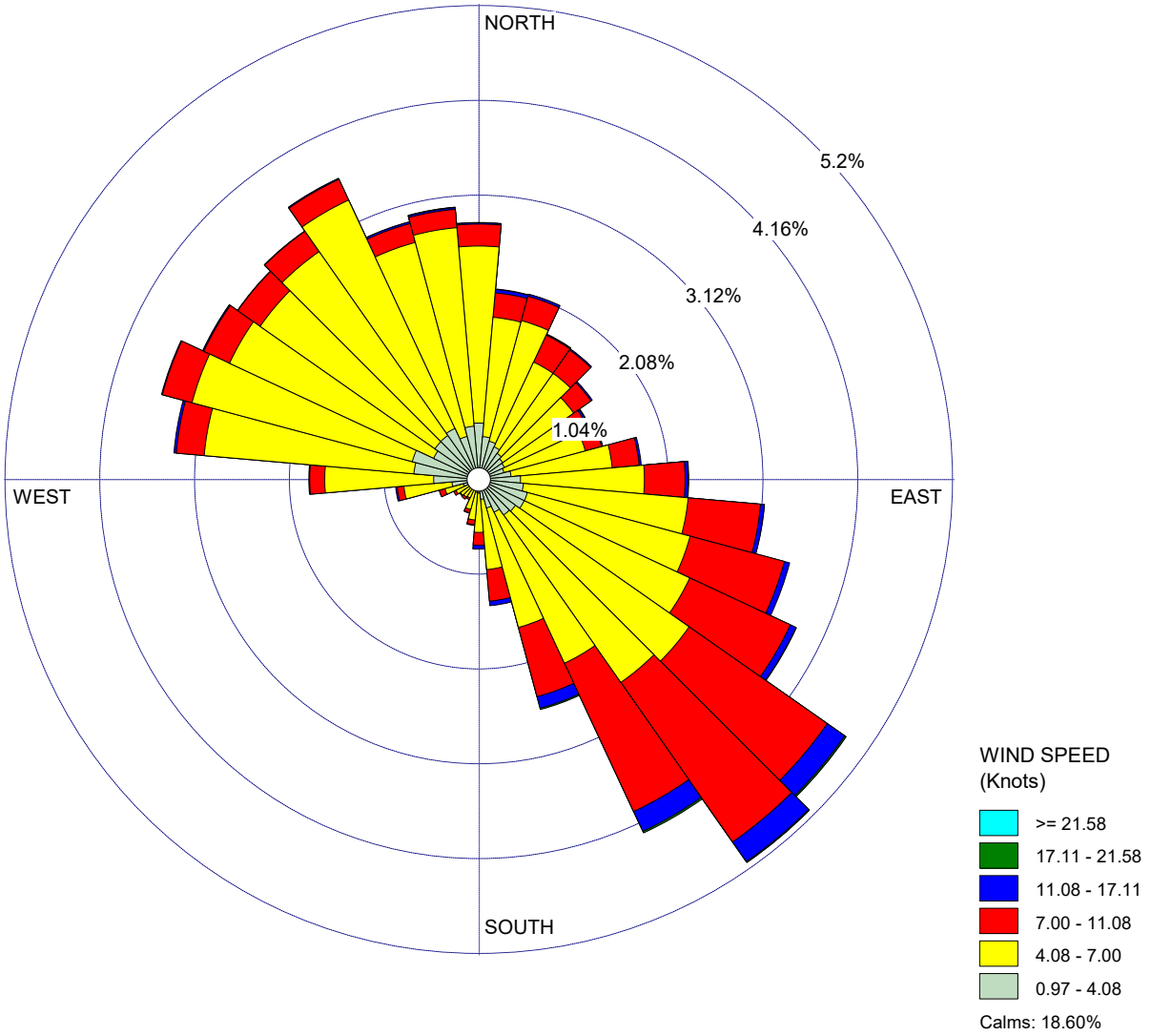
WRPLOT View - Lakes Environmental Software

WIND ROSE PLOT:

Wind Rose – Station #23149 – Blowing To

DISPLAY:

Wind Speed
Flow Vector (blowing to)



COMMENTS:	DATA PERIOD: **Start Date: 1/1/2006 - 00:00** **End Date: 1/1/2010 - 23:59**	COMPANY NAME:	
		MODELER:	
	CALM WINDS: **18.60%**	TOTAL COUNT: **34602 hrs.**	
	AVG. WIND SPEED: **4.70 Knots**	DATE: **1/3/2024**	PROJECT NO.:

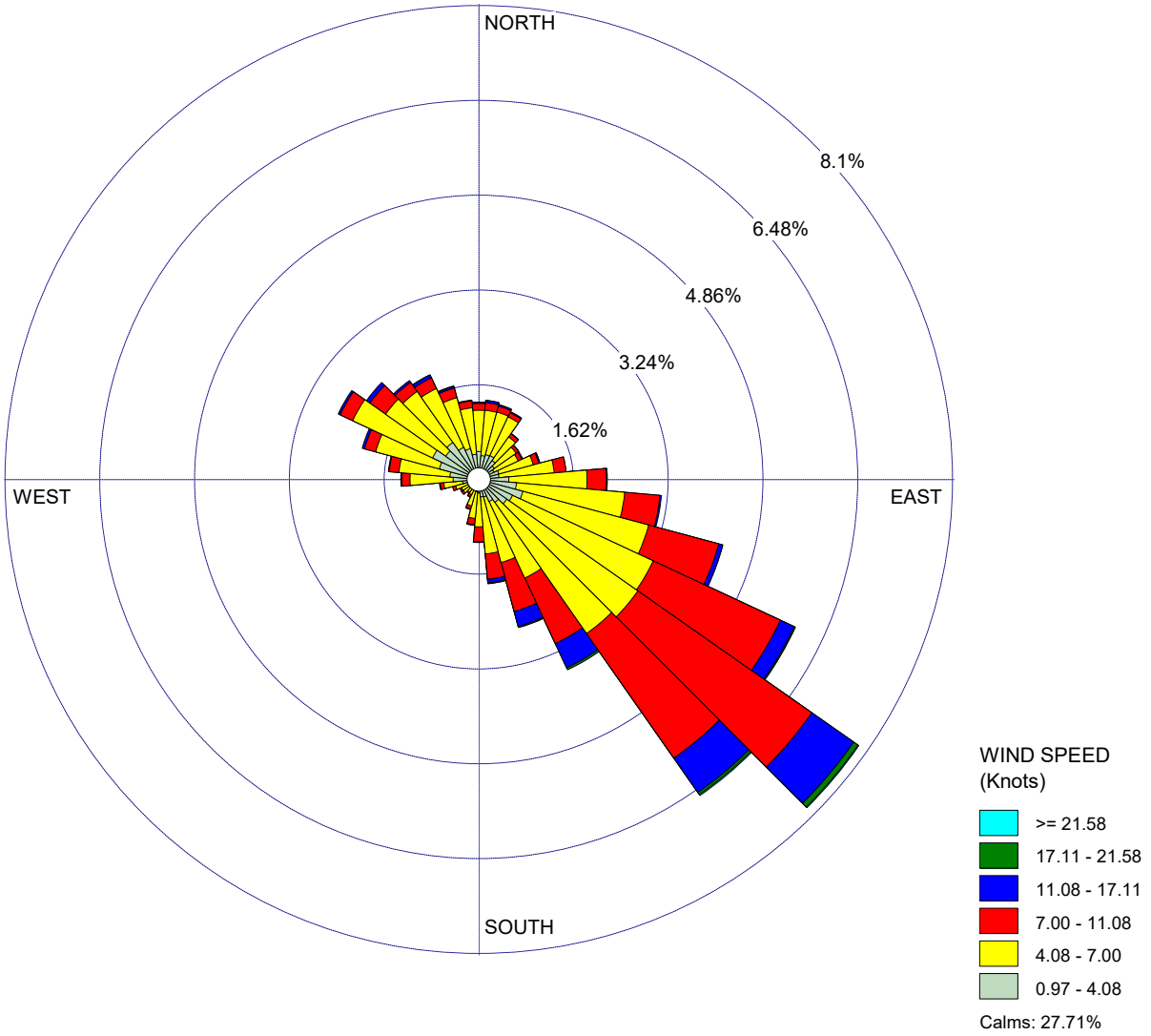
WRPLOT View - Lakes Environmental Software

WIND ROSE PLOT:

Wind Rose - Visalia Station (#93144) – Blowing To

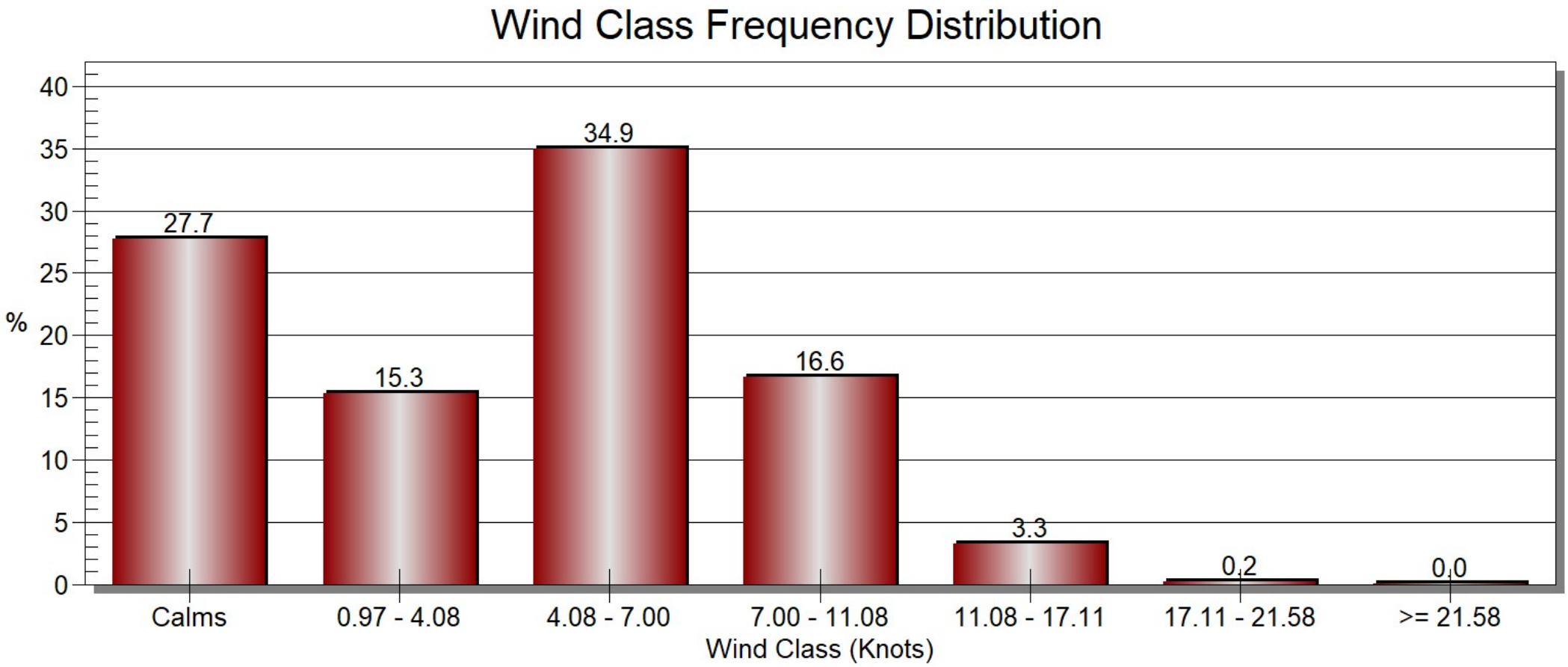
DISPLAY:

Wind Speed
Flow Vector (blowing to)



COMMENTS:	DATA PERIOD: **Start Date: 1/1/2007 - 00:00** **End Date: 12/31/2010 - 23:59**	COMPANY NAME:	
		MODELER:	
	CALM WINDS: **27.71%**	TOTAL COUNT: **34417 hrs.**	
	AVG. WIND SPEED: **4.39 Knots**	DATE: **5/28/2023**	PROJECT NO.:

WRPLOT View - Lakes Environmental Software


Wind Class Frequency Distribution
%
40
35
30
25
20
15
10
5
0
27.7
15.3
34.9
16.6
3.3
0.2
0.0
Calms
0.97 - 4.08
4.08 - 7.00
7.00 - 11.08
11.08 - 17.11
17.11 - 21.58
>= 21.58
Wind Class (Knots)

Health Risk Assessment

Unmitigated Construction

Lindsay Travel Center Project (Unmitigated Construction)

Estimation of Annual Onsite Construction Emissions

Start of Construction	3/1/2024	
End of Construction	5/28/2025	**Total**
Number of Days	453	453
Number of Hours	10,872	10,872

Size of the construction area source: **36,780.5** **sq-meters**

Run	Year	On-site Construction Activity	Unmitigated On-site DPM (pounds)	Unmitigated Off-site DPM (pounds)
Project Construction	2024	Demolition	21.2091	0.105336869
Project Construction	2024	Site Preparation	15.9966	0.01232384
Project Construction	2024	Grading	16.7689	0.851381163
Project Construction	2024	Building Construction	82.8419	0.144343928
Project Construction	2025	Building Construction	27.7612	0.055755165
Project Construction	2025	Paving	6.9718	0.024647681
Project Construction	2025	Architectural Coating	0.5485	0.024647681

Total Unmitigated DPM (On-site) 1.721E+02 pounds

Factor in AERMOD to Account for 5 days per week/8 hours per day: 4.2

Average Emission for Project Site (AREA)	7.813E+04	grams
	1.996E-03	grams/sec
	5.428E-08	grams/m2-sec

Pounds/Construction Period	1.721E+02
Pounds/Day	3.799E-01
Pounds/Hour	1.583E-02
Pounds/Year	1.387E+02
Years	1.24110

Lindsay Travel Center Project (Unmitigated Construction)

Estimation of Annual Offsite Construction DPM Emissions (Unmitigated)

Start of Construction		3/1/2024					
End of Construction		5/28/2025					**Total**
Number of Days		453					453
Number of Hours		10,872					10,872
	2024 Project Construction	2024 Project Construction	2024 Project Construction	2024+2025 Project Construction	2025 Project Construction	2025 Project Construction	
Construction Trip Type	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	**Total (pounds)**
Total (pounds)	0.10534	0.01232	0.85138	0.200099094	0.02465	0.02465	**1.21844**

	Haul Truck	**Vendor Truck**	**Worker**	**Total**
Demolition (2024)	300.00	80.00	61.00	441.00
Site Preparation (2024)	175.00	40.00	0.00	215.00
Grading (2024)	300.00	80.00	625.00	1,005.00
Building Construction (2024+2025)	1,515.70	639.40	0.00	2,155.10
Paving (2025)	300.00	80.00	0.00	380.00
Architectural Coating (2025)	26.00	80.00	0.00	106.00
Total	**2,616.70**	**999.40**	**686.00**	**4,302.10**

	Haul Truck (pounds)	**Vendor Truck (pounds)**	**Worker (pounds)**	**Total (pounds)**
Total DPM	7.411E-01	2.830E-01	1.943E-01	1.218E+00

Average Emissions				
Grams	3.365E+02	1.285E+02	8.821E+01	
Grams/sec	8.596E-06	3.283E-06	2.254E-06	
Default Distance	20	6.8	7.7	Default Vehicle Travel Distance in CalEEMod
Vehicle Travel Distances in the Construction HRA (miles)				
Off-site Road Segment 1	0.32	0.32	0.32	miles
Off-site Road Segment 2	0.31	0.31	0.31	miles
Off-site Road Segment 3	0.32	0.32	0.32	miles
Onsite, On-road Construction Vehicles	0.38	0.38	0.38	miles
Trip Distribution (percent)				
Off-site Road Segment 1	33.3%	33.3%	33.3%	off-site
Off-site Road Segment 2	33.3%	33.3%	33.3%	off-site
Off-site Road Segment 3	33.3%	33.3%	33.3%	off-site
Onsite, On-road Construction Vehicles	100.0%	100.0%	100.0%	on-site

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)				**Total**
Off-site Road Segment 1	4.542E-08	5.102E-08	3.093E-08	1.274E-07
Off-site Road Segment 2	4.446E-08	4.994E-08	3.027E-08	1.247E-07
Off-site Road Segment 3	4.552E-08	6.156E-08	3.100E-08	1.381E-07
Onsite, On-road Construction Vehicles	1.644E-07	1.847E-07	1.119E-07	4.610E-07

	Grams/sec	Pounds/Hour	Pounds/Day	Pounds/year	Tons/year
Off-site Road Segment 1	1.274E-07	1.011E-06	2.426E-05	8.856E-03	4.428E-06
Off-site Road Segment 2	1.247E-07	9.895E-07	2.375E-05	8.668E-03	4.334E-06
Off-site Road Segment 3	1.381E-07	1.096E-06	2.630E-05	1.191E-02	5.957E-06
Onsite, On-road Construction Vehicles	4.610E-07	3.659E-06	8.781E-05	3.978E-02	1.989E-05

Health Risk Summary - Unmitigated Construction (Summary of HARP2 Results)

Lindsay Travel Center Project (Unmitigated Construction)

	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
Maximum Risk	2.6951E-06	2.70	2.4789E-03	0.00E+00

	X	Y
MER UTM	310326.69	4009412.63
Lat/Long	36°12'39.5"N 119°06'36.0"W	
	36.210973, -119.109986	

*HARP - HRACalc v22118 1/4/2024 12:04:49 PM - Cancer Risk - HARP Unmit Con\UNMIT CON\hra\Unmit ConHRAInput.hra
*HARP - HRACalc v22118 1/4/2024 12:04:49 PM - Chronic Risk - HARP Unmit Con\UNMIT CON\hra\Unmit ConHRAInput.hra
*HARP - HRACalc v22118 1/4/2024 12:04:49 PM - Acute Risk - HARP Unmit Con\UNMIT CON\hra\Unmit ConHRAInput.hra

REC	GRP	X	Y	RISK_SUM	SCENARIO	MAXHI NonCancerChronic	MAXHI Acute
1	ALL	310449.95	4009662.52	6.52070E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.00E-04	0.00E+00
2	ALL	310419.14	4009729.40	6.31050E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.80E-04	0.00E+00
3	ALL	310388.34	4009796.28	5.96120E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.48E-04	0.00E+00
4	ALL	310289.29	4009890.82	6.18420E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.69E-04	0.00E+00
5	ALL	310221.05	4009918.48	6.66400E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.13E-04	0.00E+00
6	ALL	310152.81	4009946.14	6.80320E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.26E-04	0.00E+00
7	ALL	310480.75	4009595.64	6.58490E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.06E-04	0.00E+00
8	ALL	310485.17	4009514.87	7.97010E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.33E-04	0.00E+00
9	ALL	310489.58	4009434.10	9.54960E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.78E-04	0.00E+00
10	ALL	310564.41	4009675.28	4.05140E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.73E-04	0.00E+00
11	ALL	310518.99	4009734.86	4.26810E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.93E-04	0.00E+00
12	ALL	310488.19	4009801.74	4.12490E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.79E-04	0.00E+00
13	ALL	310457.38	4009868.62	3.95840E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.64E-04	0.00E+00
14	ALL	310358.34	4009963.16	4.10920E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.78E-04	0.00E+00
15	ALL	310290.10	4009990.82	4.41940E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.06E-04	0.00E+00
16	ALL	310221.86	4010018.48	4.61870E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.25E-04	0.00E+00
17	ALL	310153.62	4010046.13	4.62580E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.25E-04	0.00E+00
18	ALL	310580.60	4009601.10	4.33900E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.99E-04	0.00E+00
19	ALL	310585.02	4009520.33	5.10190E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.69E-04	0.00E+00
20	ALL	310574.45	4009435.91	6.46270E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.94E-04	0.00E+00
21	ALL	310649.65	4009673.44	3.06840E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.82E-04	0.00E+00
22	ALL	310618.85	4009740.32	3.09260E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.84E-04	0.00E+00
23	ALL	310588.04	4009807.20	3.01170E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.77E-04	0.00E+00
24	ALL	310557.23	4009874.08	2.89560E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.66E-04	0.00E+00
25	ALL	310526.43	4009940.95	2.82850E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.60E-04	0.00E+00
26	ALL	310427.38	4010035.49	2.93510E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.70E-04	0.00E+00
27	ALL	310359.14	4010063.15	3.12810E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.88E-04	0.00E+00
28	ALL	310290.90	4010090.81	3.29730E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.03E-04	0.00E+00
29	ALL	310222.66	4010118.47	3.38530E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.11E-04	0.00E+00
30	ALL	310154.42	4010146.13	3.37170E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.10E-04	0.00E+00
31	ALL	310680.46	4009606.56	3.05730E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.81E-04	0.00E+00
32	ALL	310684.87	4009525.79	3.53280E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.25E-04	0.00E+00
33	ALL	310689.29	4009445.02	4.11660E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.79E-04	0.00E+00
34	ALL	310152.65	4009042.56	8.27450E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.61E-04	0.00E+00
35	ALL	310227.25	4009072.67	1.11570E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.03E-03	0.00E+00
36	ALL	310301.84	4009102.78	1.24260E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.14E-03	0.00E+00
37	ALL	310404.72	4009208.19	1.37370E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.26E-03	0.00E+00
38	ALL	310433.01	4009283.49	1.38610E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.27E-03	0.00E+00
39	ALL	310472.23	4009392.82	1.11770E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.03E-03	0.00E+00
40	ALL	310078.06	4009012.45	5.02650E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.62E-04	0.00E+00
41	ALL	309994.76	4009014.98	3.07120E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.82E-04	0.00E+00
42	ALL	309911.47	4009017.50	1.84230E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.69E-04	0.00E+00
43	ALL	310149.62	4008942.61	4.69350E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.32E-04	0.00E+00
44	ALL	310224.22	4008972.72	6.61350E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.08E-04	0.00E+00
45	ALL	310298.81	4009002.82	7.94990E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.31E-04	0.00E+00
46	ALL	310373.41	4009032.93	8.38540E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.71E-04	0.00E+00
47	ALL	310476.29	4009138.34	9.14660E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.41E-04	0.00E+00
48	ALL	310504.58	4009213.65	9.45480E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.70E-04	0.00E+00
49	ALL	310532.86	4009288.95	8.90140E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.19E-04	0.00E+00
50	ALL	310532.80	4009387.34	8.41100E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.74E-04	0.00E+00
51	ALL	310075.03	4008912.50	2.90670E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.67E-04	0.00E+00
52	ALL	309991.73	4008915.02	1.88970E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.74E-04	0.00E+00
53	ALL	309908.44	4008917.55	1.22240E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.12E-04	0.00E+00
54	ALL	310146.59	4008842.65	2.85640E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.63E-04	0.00E+00
55	ALL	310221.19	4008872.76	4.13180E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.80E-04	0.00E+00
56	ALL	310295.78	4008902.87	5.23040E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.81E-04	0.00E+00
57	ALL	310370.38	4008932.98	5.83340E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.37E-04	0.00E+00
58	ALL	310444.97	4008963.08	5.99040E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.51E-04	0.00E+00
59	ALL	310547.85	4009068.50	6.48110E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.96E-04	0.00E+00
60	ALL	310576.14	4009143.80	6.77990E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.24E-04	0.00E+00
61	ALL	310604.43	4009219.11	6.61310E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.08E-04	0.00E+00
62	ALL	310632.71	4009294.41	6.02860E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.54E-04	0.00E+00
63	ALL	310661.00	4009369.71	5.12570E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.71E-04	0.00E+00
64	ALL	310072.00	4008812.55	1.84370E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.70E-04	0.00E+00
65	ALL	309988.70	4008815.07	1.26650E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.16E-04	0.00E+00
66	ALL	309905.41	4008817.60	8.64990E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.96E-05	0.00E+00
67	ALL	309551.55	4009350.37	1.85840E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.71E-04	0.00E+00

68	ALL	309579.49	4009280.23	8.36840E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.70E-05	0.00E+00
69	ALL	309607.44	4009210.09	6.14970E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.66E-05	0.00E+00
70	ALL	309704.41	4009109.33	1.09630E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.01E-04	0.00E+00
71	ALL	309773.43	4009078.72	1.36810E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.26E-04	0.00E+00
72	ALL	309842.45	4009048.11	1.51900E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.40E-04	0.00E+00
73	ALL	309523.60	4009420.51	3.47900E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.20E-04	0.00E+00
74	ALL	309524.23	4009499.39	4.98280E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.58E-04	0.00E+00
75	ALL	309524.86	4009578.26	5.48460E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.04E-04	0.00E+00
76	ALL	309451.55	4009351.17	1.66700E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.53E-04	0.00E+00
77	ALL	309479.50	4009281.03	7.86620E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.24E-05	0.00E+00
78	ALL	309507.44	4009210.89	4.31040E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.96E-05	0.00E+00
79	ALL	309535.39	4009140.74	4.00640E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.69E-05	0.00E+00
80	ALL	309632.35	4009039.99	7.21480E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.64E-05	0.00E+00
81	ALL	309701.38	4009009.38	9.17550E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.44E-05	0.00E+00
82	ALL	309770.40	4008978.77	9.77580E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.99E-05	0.00E+00
83	ALL	309839.42	4008948.16	1.02630E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	9.44E-05	0.00E+00
84	ALL	309423.61	4009421.31	2.77140E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.55E-04	0.00E+00
85	ALL	309424.24	4009500.19	3.70100E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.40E-04	0.00E+00
86	ALL	309424.87	4009579.06	3.90410E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.59E-04	0.00E+00
87	ALL	309351.55	4009351.97	1.49740E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.38E-04	0.00E+00
88	ALL	309379.50	4009281.83	7.83590E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.21E-05	0.00E+00
89	ALL	309407.45	4009211.68	3.92440E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.61E-05	0.00E+00
90	ALL	309435.39	4009141.54	2.73350E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.51E-05	0.00E+00
91	ALL	309463.34	4009071.40	2.86020E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.63E-05	0.00E+00
92	ALL	309560.30	4008970.65	5.05720E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.65E-05	0.00E+00
93	ALL	309629.32	4008940.04	6.57690E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.05E-05	0.00E+00
94	ALL	309698.35	4008909.43	7.10640E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.54E-05	0.00E+00
95	ALL	309767.37	4008878.82	7.00670E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.44E-05	0.00E+00
96	ALL	309836.39	4008848.21	7.33150E-08	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.74E-05	0.00E+00
97	ALL	309323.61	4009422.11	2.27260E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.09E-04	0.00E+00
98	ALL	309324.24	4009500.99	2.88460E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.65E-04	0.00E+00
99	ALL	309324.87	4009579.86	2.94900E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.71E-04	0.00E+00
100	ALL	309857.12	4009946.34	4.83190E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.44E-04	0.00E+00
101	ALL	309786.18	4009917.61	3.92070E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.61E-04	0.00E+00
102	ALL	309715.23	4009888.89	3.47890E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.20E-04	0.00E+00
103	ALL	309614.43	4009789.69	5.04540E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.64E-04	0.00E+00
104	ALL	309584.57	4009719.22	6.01830E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.54E-04	0.00E+00
105	ALL	309554.72	4009648.74	5.98510E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.50E-04	0.00E+00
106	ALL	309928.07	4009975.06	5.65050E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.20E-04	0.00E+00
107	ALL	310006.32	4009974.43	6.55190E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.03E-04	0.00E+00
108	ALL	310084.57	4009973.80	6.59610E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.07E-04	0.00E+00
109	ALL	309857.93	4010046.33	3.60780E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.32E-04	0.00E+00
110	ALL	309786.98	4010017.61	3.02850E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.79E-04	0.00E+00
111	ALL	309716.04	4009988.89	2.57580E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.37E-04	0.00E+00
112	ALL	309645.09	4009960.17	2.41260E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.22E-04	0.00E+00
113	ALL	309544.29	4009860.97	3.54280E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.26E-04	0.00E+00
114	ALL	309514.43	4009790.49	4.28270E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.94E-04	0.00E+00
115	ALL	309484.58	4009720.02	4.53430E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.17E-04	0.00E+00
116	ALL	309454.72	4009649.54	4.26580E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.92E-04	0.00E+00
117	ALL	309928.88	4010075.05	4.06440E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.74E-04	0.00E+00
118	ALL	310007.13	4010074.42	4.52500E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.16E-04	0.00E+00
119	ALL	310085.38	4010073.79	4.49540E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.13E-04	0.00E+00
120	ALL	309858.73	4010146.33	2.80730E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.58E-04	0.00E+00
121	ALL	309787.79	4010117.61	2.42710E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.23E-04	0.00E+00
122	ALL	309716.84	4010088.89	2.09570E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.93E-04	0.00E+00
123	ALL	309645.89	4010060.17	1.84040E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.69E-04	0.00E+00
124	ALL	309574.95	4010031.44	1.78960E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.65E-04	0.00E+00
125	ALL	309474.15	4009932.25	2.63500E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.42E-04	0.00E+00
126	ALL	309444.29	4009861.77	3.17610E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.92E-04	0.00E+00
127	ALL	309414.44	4009791.29	3.49210E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.21E-04	0.00E+00
128	ALL	309384.58	4009720.82	3.45490E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.18E-04	0.00E+00
129	ALL	309354.72	4009650.34	3.16330E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.91E-04	0.00E+00
130	ALL	309929.68	4010175.05	3.08470E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.84E-04	0.00E+00
131	ALL	310007.93	4010174.42	3.33430E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.07E-04	0.00E+00
132	ALL	310086.18	4010173.79	3.27930E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.02E-04	0.00E+00
133	ALL	309773.31	4009358.74	3.68530E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.39E-04	0.00E+00
134	ALL	309775.55	4009339.14	2.95980E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.72E-04	0.00E+00
135	ALL	310069.76	4009070.51	6.89760E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.34E-04	0.00E+00
136	ALL	310069.35	4009051.09	6.06580E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.58E-04	0.00E+00
137	ALL	310284.79	4009605.98	1.92820E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.77E-03	0.00E+00
138	ALL	310285.27	4009583.60	2.12460E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.95E-03	0.00E+00
139	ALL	310339.07	4009656.92	1.13370E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.04E-03	0.00E+00
140	ALL	310334.31	4009644.07	1.21500E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.12E-03	0.00E+00
141	ALL	310336.21	4009628.35	1.26750E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.17E-03	0.00E+00
142	ALL	310362.39	4009644.54	1.03900E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	9.56E-04	0.00E+00
143	ALL	310328.12	4009743.56	8.96110E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.24E-04	0.00E+00
144	ALL	310330.50	4009711.67	9.87420E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	9.08E-04	0.00E+00
145	ALL	310335.26	4009731.66	9.02560E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.30E-04	0.00E+00
146	ALL	309941.43	4009885.55	8.49140E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.81E-04	0.00E+00
147	ALL	309927.39	4009855.73	9.29830E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.55E-04	0.00E+00
148	ALL	309922.72	4009865.96	8.69530E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.00E-04	0.00E+00
149	ALL	309350.24	4009510.31	3.10280E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.85E-04	0.00E+00
150	ALL	309349.68	4009471.10	2.88310E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.65E-04	0.00E+00
151	ALL	309349.12	4009493.51	3.02350E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.78E-04	0.00E+00
152	ALL	309449.52	4009801.82	3.67980E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.38E-04	0.00E+00
153	ALL	309469.04	4009793.24	3.89350E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.58E-04	0.00E+00

154	ALL	309456.66	4009783.72	3.86740E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.56E-04	0.00E+00
155	ALL	309571.00	4009898.76	3.05580E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.81E-04	0.00E+00
156	ALL	309574.33	4009975.44	2.19380E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.02E-04	0.00E+00
157	ALL	309550.99	4009971.63	2.23380E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.05E-04	0.00E+00
158	ALL	309566.61	4010018.32	1.86370E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.71E-04	0.00E+00
159	ALL	309875.87	4010135.99	3.01940E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.78E-04	0.00E+00
160	ALL	309874.25	4010146.11	2.93270E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.70E-04	0.00E+00
161	ALL	309959.49	4010174.85	3.21790E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.96E-04	0.00E+00
162	ALL	309920.18	4010184.99	2.95910E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.72E-04	0.00E+00
163	ALL	309926.79	4010004.63	5.07160E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.66E-04	0.00E+00
164	ALL	309926.79	4010015.32	4.89100E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.50E-04	0.00E+00
165	ALL	309873.65	4010012.37	4.19720E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.86E-04	0.00E+00
166	ALL	310273.55	4010092.25	3.38130E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.11E-04	0.00E+00
167	ALL	310280.86	4010098.98	3.27990E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.02E-04	0.00E+00
168	ALL	310255.71	4009988.99	4.77970E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.40E-04	0.00E+00
169	ALL	310277.06	4009985.19	4.62740E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.26E-04	0.00E+00
170	ALL	309526.19	4009779.57	4.50950E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.15E-04	0.00E+00
171	ALL	309562.22	4009476.04	5.24750E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.83E-04	0.00E+00
172	ALL	309562.51	4009485.98	5.45040E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.01E-04	0.00E+00
173	ALL	309563.39	4009498.86	5.69380E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.24E-04	0.00E+00
174	ALL	310347.57	4008942.57	6.11650E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.63E-04	0.00E+00
175	ALL	310203.82	4008872.67	3.95220E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.64E-04	0.00E+00
176	ALL	310214.37	4008901.68	4.62970E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.26E-04	0.00E+00
177	ALL	310562.58	4009098.08	6.58840E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.06E-04	0.00E+00
178	ALL	310590.81	4009113.57	6.23320E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.73E-04	0.00E+00
179	ALL	310576.70	4009086.38	6.21700E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.72E-04	0.00E+00
180	ALL	310584.27	4009099.46	6.21960E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.72E-04	0.00E+00
181	ALL	310570.84	4009113.57	6.60080E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.07E-04	0.00E+00
182	ALL	310590.47	4009139.05	6.45020E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.93E-04	0.00E+00
183	ALL	310557.76	4009127.34	7.00510E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.44E-04	0.00E+00
184	ALL	310572.91	4009186.21	7.18800E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.61E-04	0.00E+00
185	ALL	310591.84	4009184.49	6.73550E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.20E-04	0.00E+00
186	ALL	310570.67	4009205.31	7.37030E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.78E-04	0.00E+00
187	ALL	310589.69	4009206.78	6.90600E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.35E-04	0.00E+00
188	ALL	310570.67	4009233.99	7.52060E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.92E-04	0.00E+00
189	ALL	310588.81	4009233.11	7.03740E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.47E-04	0.00E+00
190	ALL	310589.98	4009252.72	7.06000E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.49E-04	0.00E+00
191	ALL	310570.38	4009252.43	7.59500E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.99E-04	0.00E+00
192	ALL	310583.08	4009332.03	7.15700E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.58E-04	0.00E+00
193	ALL	310596.05	4009331.62	6.79830E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.25E-04	0.00E+00
194	ALL	310572.55	4009409.80	6.83390E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.29E-04	0.00E+00
195	ALL	310624.80	4009407.77	5.55620E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.11E-04	0.00E+00
196	ALL	310626.42	4009433.69	5.27460E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.85E-04	0.00E+00
197	ALL	310600.10	4009420.73	5.98750E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.51E-04	0.00E+00
198	ALL	310326.69	4009412.63	2.69510E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.48E-03	0.00E+00
199	ALL	310344.92	4009408.58	2.37260E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.18E-03	0.00E+00
200	ALL	310360.72	4009405.34	2.13550E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.96E-03	0.00E+00
201	ALL	310381.37	4009400.48	1.86240E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.71E-03	0.00E+00
202	ALL	310397.98	4009398.86	1.67800E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.54E-03	0.00E+00
203	ALL	310416.21	4009396.43	1.51010E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.39E-03	0.00E+00
204	ALL	310434.03	4009394.81	1.36720E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.26E-03	0.00E+00
205	ALL	310455.50	4009395.62	1.21520E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.12E-03	0.00E+00
206	ALL	310491.14	4009394.00	1.01480E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	9.33E-04	0.00E+00
207	ALL	310533.26	4009405.75	8.17020E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.51E-04	0.00E+00
208	ALL	310533.67	4009423.57	7.90660E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.27E-04	0.00E+00
209	ALL	310535.29	4009440.17	7.59500E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.99E-04	0.00E+00
210	ALL	310484.43	4009470.11	9.01700E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.29E-04	0.00E+00
211	ALL	310533.01	4009459.57	7.35220E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.76E-04	0.00E+00
212	ALL	310530.43	4009536.07	6.13460E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.64E-04	0.00E+00
213	ALL	310480.96	4009539.37	7.60560E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	7.00E-04	0.00E+00
214	ALL	310475.03	4009557.18	7.45670E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.86E-04	0.00E+00
215	ALL	310517.24	4009622.48	5.31400E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.89E-04	0.00E+00
216	ALL	310331.90	4009493.86	2.14470E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.97E-03	0.00E+00
217	ALL	310372.79	4009491.22	1.62390E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.49E-03	0.00E+00
218	ALL	310436.11	4009489.90	1.10100E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.01E-03	0.00E+00
219	ALL	310331.42	4009457.45	2.39390E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.20E-03	0.00E+00
220	ALL	310423.37	4009446.51	1.32560E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.22E-03	0.00E+00
221	ALL	310331.42	4009472.84	2.29690E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	2.11E-03	0.00E+00
222	ALL	310378.41	4009471.63	1.65780E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.52E-03	0.00E+00
223	ALL	310385.30	4009448.13	1.67870E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.54E-03	0.00E+00
224	ALL	310427.83	4009469.60	1.21990E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.12E-03	0.00E+00
225	ALL	310444.44	4009445.70	1.17920E-06	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	1.08E-03	0.00E+00
226	ALL	310520.50	4009676.98	4.73010E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.35E-04	0.00E+00
227	ALL	310598.10	4009652.33	3.73590E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.44E-04	0.00E+00
228	ALL	310535.20	4009747.72	3.94530E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	3.63E-04	0.00E+00
229	ALL	310520.43	4009698.62	4.54890E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.18E-04	0.00E+00
230	ALL	310519.00	4009650.95	4.99080E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.59E-04	0.00E+00
231	ALL	310513.28	4009599.47	5.67240E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.22E-04	0.00E+00
232	ALL	310529.01	4009576.59	5.59410E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.15E-04	0.00E+00
233	ALL	310564.23	4009550.83	5.14700E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.73E-04	0.00E+00
234	ALL	310579.22	4009552.45	4.83570E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	4.45E-04	0.00E+00
235	ALL	310534.65	4009554.07	5.76260E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.30E-04	0.00E+00
236	ALL	310480.11	4009492.01	8.69690E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	8.00E-04	0.00E+00
237	ALL	310529.14	4009498.09	6.80250E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	6.26E-04	0.00E+00
238	ALL	310573.72	4009460.40	6.15520E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.66E-04	0.00E+00
239	ALL	310572.50	4009496.06	5.68880E-07	1.241096YrCancerHighEnd_InhSoilDermMMilkCrops	5.23E-04	0.00E+00

HARP2 - HRACalc (dated 22118) 1/4/2024 12:04:49 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully
****
RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 1.241096

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 1.241096
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

****
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: True

Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

****
INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors
Worker adjustment factors enabled: NO

Fraction at time at home
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

****
SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02
Soil mixing depth (m): 0.01
Dermal climate: Mixed

****
HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

****
TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.
Tier2 - What was changed: ED or start age changed

```
Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to: F:\Move\0014-046\HARP Unmit Con\UNMIT
CON\hra\Unmit ConCancerRisk.csv
Cancer risk total by receptor saved to: F:\Move\0014-046\HARP Unmit Con\UNMIT CON\hra\Unmit
ConCancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to: F:\Move\0014-046\HARP Unmit Con\UNMIT
CON\hra\Unmit ConNCChronicRisk.csv
Chronic risk total by receptor saved to: F:\Move\0014-046\HARP Unmit Con\UNMIT CON\hra\Unmit
ConNCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to: F:\Move\0014-046\HARP Unmit Con\UNMIT CON\hra\Unmit
ConNCAcuteRisk.csv
Acute risk total by receptor saved to: F:\Move\0014-046\HARP Unmit Con\UNMIT CON\hra\Unmit
ConNCAcuteRiskSumByRec.csv
HRA ran successfully
```

Health Risk Assessment

Operational Diesel Particulate Matter (DPM)

Lindsay Travel Center Project

DPM - Project Operations

Emission Assumptions

Emission Factors

1) Truck Emissions

(1) EMFAC2021 for emission rates

(a) Calculations for	Tulare County - 2025 Operational Year
(b) Truck Mix	Medium-heavy and heavy-heavy-duty trucks (MHDT and HHDT diesel trucks)
(c) Truck Idle	One instance per trip
(d) Onsite Vehicle Travel Speed	5-15 mph aggregated for trucks
(e) Offsite Vehicle Travel Speed	10-25 mph aggregated for trucks

Traffic Allocation

1) Traffic distribution based on site layout identified in the site plan
2) Project-specific trip generation
3) Onsite travel emissions generated from diesel trucks
4) Onsite idling emissions generated by trucks

Emission Source Configuration

1) Project onsite truck traffic represented by a line source
2) Project onsite truck idling represented as line sources (series of point sources)
3) Offsite vehicles represented by three (3) line sources

Onsite Vehicle Travel Segments

Segment	Source ID	Segment Travel Distance (m)	
On-site Truck Travel	On-site1	695.7	
Onsite Truck Idling			
On-site Idling – Location 1	Idle1	68.6	Idle 1
On-site Idling – Location 2	Idle2	36.0	Idle 2
On-site Idling – Location 3	Idle3	34.6	Idle 3
On-site Idling – Location 4	Idle4	34.2	Idle 4
On-site Idling – Location 5	Idle5	27.2	Idle 5
On-site Idling – Location 6	Idle6	39.5	Idle 6

Offsite Vehicle Travel Segments

Segment		Segment Travel Distance (m)	
Off-site Truck Route 1	Off-site1	510.1	Off-site Road Segment 1
Off-site Truck Route 2	Off-site2	499.3	Off-site Road Segment 2
Off-site Truck Route 3	Off-site3	511.2	Off-site Road Segment 3

Other Input Parameters

Truck Operations (hr/day):	24

Lindsay Travel Center Fleet Mix Adjustments (2025)

Tulare County 2025														**Total**
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.45646426	0.03941451	0.19220723	0.2062	0.03940419	0.01002341	0.01228465	0.01532414	0.00063115	0.00045434	0.02188103	0.00192453	0.00380291	1.00000
Trucks Only*														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0	0	0	0	0.0000000	0.0000000	0.0122846	0.0153241	0	0	0	0	0	0.0276088
Difference to be allocated	0.97239121													
Revised Truck Fleet	0	0	0	0	0.0000000	0.0000000	0.4449542	0.5550458	0	0	0	0	0	1
Passenger Cars														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
Default Light Duty Fleet Mix	0.45646426	0.03941451	0.19220723	0.2062	0	0	0	0	0	0	0	0	0	0.8942696
Difference to be allocated	0.10573035													
Revised Passenger Cars Fleet Mix 2025														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.51043	0.04407	0.21493	0.23056	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	1.00000

Lindsay Travel Center Project

Vehicle Fleet Mix

Total Daily Truck Trips		Trucks	Total Daily Truck Trips
(Trips/day)	Daily Trips	1,276.8	1,276.80
1,276.8	Fleet Mix	100.0%	100.0%

—

Vehicle Fleet

	Trucks Project Vehicle Mix	**% Diesel**	**Total Number of Daily Trips**	**Number of Daily Diesel Trips**	**Number of Daily Non-Trips**	**Total Number of Daily Trips**	**% Diesel Trips**	**% Non-Diesel Trips**	**Total Trips**
MHDT (3 axle truck)	44.5%	100.0%	568	568.1	0	568	44.50%	0.00%	
HHDT (4+ axle truck)	55.5%	100.0%	709	708.7	0	709	55.50%	0.00%	
Truck Fleet Total	100.0%		1,277	1,276.8	0	1,277	100.00%	0.00%	100.00%

Truck fleet mix consistent with the project CalEEMod runs used in the Air Quality Analysis.
Assumed 100% diesel, as the truck trip rates were estimated based on the number of diesel fueling positions at the proposed travel center.

Lindsay Travel Center Project

Trip Distribution

Vehicle Allocation - Number of Daily Diesel Trips

Allocation of Truck Trips

Percent Allocation - On-site Travel

100% On-site Travel – Route 1 (DSL trucks)
100% Total Diesel Truck Trips

Segment - On-site Travel	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	MH	Total
On-site Truck Travel	On-site1	0.0	0.0	0.0	0.0	0.0	0.0	568.1	708.7	0.0	0.0	0.0	0.0	1276.8
Total Diesel Trucks	—	0	0	0	0	0	0	568	709	0	0	0	0	1,277

Percent Allocation of Trips - On-site Diesel Truck Idling

28.6% On-site Idling – Location 1
15.0% On-site Idling – Location 2
14.4% On-site Idling – Location 3
14.2% On-site Idling – Location 4
11.3% On-site Idling – Location 5
16.5% On-site Idling – Location 6
100% Total Diesel Truck Trips

Segment - On-site Truck Idle	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	MH	Total
On-site Idling – Location 1	Idle1	0.0	0.0	0.0	0.0	0.0	0.0	162.3	202.5	0.0	0.0	0.0	0.0	364.8
On-site Idling – Location 2	Idle2	0.0	0.0	0.0	0.0	0.0	0.0	85.2	106.3	0.0	0.0	0.0	0.0	191.4
On-site Idling – Location 3	Idle3	0.0	0.0	0.0	0.0	0.0	0.0	81.9	102.1	0.0	0.0	0.0	0.0	184.0
On-site Idling – Location 4	Idle4	0.0	0.0	0.0	0.0	0.0	0.0	80.9	100.9	0.0	0.0	0.0	0.0	181.9
On-site Idling – Location 5	Idle5	0.0	0.0	0.0	0.0	0.0	0.0	64.4	80.3	0.0	0.0	0.0	0.0	144.6
On-site Idling – Location 6	Idle6	0.0	0.0	0.0	0.0	0.0	93.5	93.5	116.6	0.0	0.0	0.0	0.0	303.5
Total Idling (Diesel Trucks Idling)	—	0	0	0	0	0	93	568	709	0	0	0	0	1,370

Lindsay Travel Center Project

Diesel Vehicle Emissions

Processes Modeled

Diesel vehicle exhaust

Diesel vehicle idling

Facility Operations

24 hrs/day, 52 weeks/year

On-site Travel Links Modeled

Link	Truck Type	Average Speed (mph)	Emission Factor (g/mi)	Trips per Daily (in and out)	Link Length (m)	Link Length (mi)	Ave Emissions Over Link (g/day)	Ave Emissions (lbs/day)	Average Emissions (g/sec)	Emissions for all Vehicles (g/sec)
On-site1	**MHDT**	5-15	0.03994	568.1	695.7	0.43	9.807E+00	2.16E-02	1.135E-04	
	HHDT	5-15	0.05514	708.7	695.7	0.43	1.689E+01	3.72E-02	1.955E-04	**3.0899E-04**

Lindsay Travel Center Project

Diesel Truck Idling Emissions

Onsite Vehicle Travel Segments	Truck Type	DPM Emission Factor (grams/day)	Idling Time (min)	Number Idling Vehicle Trips/day	Emissions (g/day)	Emissions (lb/day)	Average Emissions (g/sec)	Total Emissions for all Vehicles (g/sec)	Total Emissions for all Vehicles (g/day)
Idle1	**LHDT1**	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.023	15	162.3	3.94E-02	8.68E-05	4.56E-07		
	HHDT	0.033	15	202.5	7.05E-02	1.55E-04	8.15E-07	**1.2716E-06**	**1.0987E-01**
Idle2	**LHDT1**	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.023	15	85.2	2.07E-02	4.56E-05	2.39E-07		
	HHDT	0.033	15	106.3	3.70E-02	8.14E-05	4.28E-07	**6.6732E-07**	**5.7657E-02**
Idle3	**LHDT1**	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.023	15	81.9	1.99E-02	4.38E-05	2.30E-07		
	HHDT	0.033	15	102.1	3.55E-02	7.83E-05	4.11E-07	**6.4137E-07**	**5.5414E-02**
Idle4	**LHDT1**	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.023	15	80.9	1.96E-02	4.33E-05	2.27E-07		
	HHDT	0.033	15	100.9	3.51E-02	7.74E-05	4.07E-07	**6.3396E-07**	**5.4774E-02**
Idle5	**LHDT1**	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.023	15	64.4	1.56E-02	3.44E-05	1.81E-07		
	HHDT	0.033	15	80.3	2.79E-02	6.15E-05	3.23E-07	**5.0420E-07**	**4.3563E-02**
Idle6	**LHDT1**	0.028	15	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.028	15	93.5	2.70E-02	5.96E-05	3.13E-07		
	MHDT	0.023	15	93.5	2.27E-02	5.00E-05	2.63E-07		
	HHDT	0.033	15	116.6	4.06E-02	8.94E-05	4.70E-07	**1.0451E-06**	**9.0301E-02**

Lindsay Travel Center Project

Project Operations **24 hours/day**

Emission Rates **Running Emissions 10-25 mph Averaged (EMFAC2021 for Tulare County by vehicle type and speed)**

Offsite DSL Truck Roadway Emissions

Segment ID	Description	% total Trips
Off1	Off-site Truck Route 1	33.3%
Off2	Off-site Truck Route 2	33.3%
Off3	Off-site Truck Route 3	33.3%
	Total	100.0%

Segment ID: Off1

Travel Distance: 510.1 meters

Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
MHDT-DSL	189.4	0.0238212	0.32	1.429	1.65E-05
HHDT-DSL	236.2	0.0133183	0.32	0.997	1.15E-05
Total	**425.6**			**2.43E+00**	**2.81E-05**

Segment ID: Off2

Travel Distance: 499.3 meters

Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
MHDT-DSL	189.4	0.0238212	0.31	1.399	1.62E-05
HHDT-DSL	236.2	0.0133183	0.31	0.976	1.13E-05
Total	**425.6**			**2.38E+00**	**2.75E-05**

Segment ID: Off3

Travel Distance: 511.2 meters

Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
MHDT-DSL	189.4	0.0238212	0.32	1.433	1.66E-05
HHDT-DSL	236.2	0.0133183	0.32	0.999	1.16E-05
Total	**425.6**			**2.43E+00**	**2.81E-05**

Lindsay Travel Center Project

TRU Emission Assumptions for Operational HRA Inputs

Project MHDT + HHDT Truck Trips per Day 1276.80

Project HHDT and MHDT Trucks Onsite per Day **638.40**

California TRU Inventory

	Cal Trailer	Cal Gen	OOS Trailer	OOS Gen	Total	Fraction	Trucks w/TRU (based on inventory)
Trucks with TRUs Under 25 HP	6,000	1,500	55,000	10,000	72,500	0.3836	74.28
Trucks with TRUs Over 25 HP	28,000	3,500	70,000	15,000	116,500	0.6164	119.35
					189,000	1.000	193.63

Source: ARB ISOR Appendix H: Update to Inventory of Transportation Units. July 2021

Public Hearing to Consider the Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate Initial Statement of Reasons, June 2021

Statewide Trucks All T6 and T7 Classes 623,136

Fraction of Trucks w/TRU 0.303

TRU use Onsite

	Time Onsite (hours)	HHD and MHD Trucks Onsite/Day	Trucks Onsite w/TRUs	TRU On Time	TRU Op Time/Day in Hours	Hours by TRUs under 25 Hp	Hours by TRUs over 25 HP	Check Sum	Fraction
Project Area 1	0.42	96.81485895	96.8	0.328	13.23	5.1	8.2	13.2	0.625
Project Area 2	0.25	96.81485895	96.8	0.328	7.94	3.0	4.9	7.9	0.375
		193.6297179	194		**21.17**	**8.1**	**13.0**	**21.2**	**1**

TRU on time from ARB ISOR TRU Regulation Appendix H Emission Inventory

TRU Emission Factors

	PM2.5 g/bhp-hr	HP
TRUs Under 25 HP	0.12	24.8
TRUs Over 25 HP	0.02	34

Load Factors

Under 25 HP 0.46

Over 25 HP 0.46

Source: ARB 2021 MSEI - Documentation - Off-Road - Diesel Equipment 2017 Offroad Diesel Emission Factors
https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road
Over 25 HP assumed to comply with Tier 4 Offroad Standard

TRU Emissions

	Trucks with Diesel TRUs*	Total Engine Hours/Day	Emission Factor g/bhp-hr	HP	Load Factor	Emission (g/day)	Emission (g/year)	Emission (lbs/year)	Emissions at Area 1 (lbs/year)	Emissions at Area 2 (lbs/year)	Emissions at Area 1 (average g/sec)	Area 2 (average g/sec)
TRUs Under 25 HP	55.7	6.1	0.12	24.8	0.46	8.34	3043.31	6.71	4.19	2.52	6.0314E-05	3.6188E-05
TRUs Over 25 HP	89.5	9.8	0.02	34	0.46	3.06	1117.40	2.46	1.54	0.92	2.2145E-05	1.3287E-05
	145.2	15.9				**11.40**	**4160.71**	**9.17**	**5.73**	**3.44**	**8.2460E-05**	**4.9476E-05**

* Assumes 25% electric/non-diesel TRUs

g/lb conversion factor 0.00220

DPM

11.40 g/day total
9.17 lbs/year total

Percent at Idle Area 1	Percent at Idle Area 2	Percent at Idle Area 3	Percent at Idle Area 4	Percent at Idle Area 5	Percent at Idle Area 6
0.285714286	0.149937526	0.144106622	0.14244065	0.113286131	0.164514786

Emissions at Area 1 (average g/day)	Emissions at Area 2 (average g/day)	Emissions at Area 3 (average g/day)	Emissions at Area 4 (average g/day)	Emissions at Area 5 (average g/day)	Emissions at Area 6 (average g/day)
3.256915E+00	1.709168E+00	1.642701E+00	1.623710E+00	1.291372E+00	1.875337E+00

Emissions at Area 1 (average lbs/year)	Emissions at Area 2 (average lbs/year)	Emissions at Area 3 (average lbs/year)	Emissions at Area 4 (average lbs/year)	Emissions at Area 5 (average lbs/year)	Emissions at Area 6 (average lbs/year)
2.620795E+00	1.375344E+00	1.321859E+00	1.306577E+00	1.039149E+00	1.509058E+00

On-site Truck Running and Idling Emissions for the Operational Health Risk Analysis—Lindsay Travel Center Project

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed, kWh/mile for Energy Consumption, gallon/mile for Fuel Consumption. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Tulare (SJV)	2025	HHDT	Aggregate	5	Diesel	466.5996241	19.74234706	0.122608079	0.128151873	3447.402201	0.027477003	0.543139621	0.591572345	0.673460084	1.328739752	0.032644837
Tulare (SJV)	2025	HHDT	Aggregate	10	Diesel	5401.274756	9.497260363	0.024362583	0.025464151	3021.491157	0.006105487	0.476037162	0.131449459	0.149645203	0.728562729	0.028611714
Tulare (SJV)	2025	HHDT	Aggregate	15	Diesel	11869.65623	5.800983493	0.01130665	0.011817886	2418.284718	0.002226321	0.381001742	0.047932075	0.054567019	0.389430363	0.02289971
Tulare (SJV)	2025	HHDT	Aggregate	20	Diesel	23244.52645	3.932628946	0.007315814	0.007646603	2074.885545	0.001303954	0.326899063	0.02807377	0.03195985	0.276664419	0.019647925
Tulare (SJV)	2025	HHDT	Aggregate	25	Diesel	14071.8338	3.4959349	0.007983397	0.008344371	1880.08401	0.001016248	0.296208001	0.021879533	0.024908183	0.210683227	0.017803271
						Total	42.46915477	0.173576523	0.181424883	12842.14763	0.038129012	2.023285589	0.820907182	0.934540338	2.93408049	0.121607459
Tulare (SJV)	2025	LHDT1	Aggregate	5	Diesel	4804.778709	2.84258739	0.116123707	0.121374306	1206.217989	0.024018591	0.190040135	0.517106119	0.588690937	1.683645706	0.011429528
Tulare (SJV)	2025	LHDT1	Aggregate	10	Diesel	15978.07911	2.638282158	0.094799029	0.09908542	1044.125197	0.019587828	0.16450235	0.421714399	0.480093806	1.340053197	0.009893617
Tulare (SJV)	2025	LHDT1	Aggregate	15	Diesel	34603.94199	2.46528441	0.077894301	0.081416336	872.2928655	0.016171019	0.137430096	0.348152529	0.396348507	1.074899082	0.008265418
Tulare (SJV)	2025	LHDT1	Aggregate	20	Diesel	37937.09745	2.316506372	0.064179957	0.067081889	753.890381	0.013442711	0.118775737	0.289413659	0.329478209	0.863957976	0.007143494
Tulare (SJV)	2025	LHDT1	Aggregate	25	Diesel	40602.81525	2.203227124	0.052962759	0.0553575	655.3062831	0.01121941	0.103243772	0.24154729	0.274985531	0.693753877	0.00620936
						Total	12.46588745	0.405959752	0.424315451	4531.832716	0.084439559	0.71399209	1.817933997	2.069596991	5.656309838	0.042941418
Tulare (SJV)	2025	LHDT2	Aggregate	5	Diesel	1705.628105	2.537915082	0.10110754	0.105679174	1434.208032	0.020797283	0.225960059	0.44775326	0.509737318	1.457075518	0.01358985
Tulare (SJV)	2025	LHDT2	Aggregate	10	Diesel	5671.990834	2.318583527	0.083201571	0.086963576	1250.773043	0.017210604	0.197059802	0.370534164	0.421828511	1.170385888	0.01185171
Tulare (SJV)	2025	LHDT2	Aggregate	15	Diesel	12283.90725	2.130666974	0.06881742	0.071929038	1059.776717	0.014388877	0.166968253	0.309784049	0.352668544	0.943954385	0.010041923
Tulare (SJV)	2025	LHDT2	Aggregate	20	Diesel	13467.13003	1.96800327	0.05702223	0.059600523	916.7568249	0.012093717	0.144435411	0.26037061	0.296414629	0.760307671	0.008686737
Tulare (SJV)	2025	LHDT2	Aggregate	25	Diesel	14413.42193	1.840179386	0.047290053	0.049428299	796.7435772	0.010190721	0.125527275	0.219400226	0.24977257	0.609725746	0.00754955
						Total	10.79534824	0.357438813	0.373600611	5458.258195	0.074681202	0.859950801	1.607842309	1.830421572	4.941449208	0.05171977
Tulare (SJV)	2025	MHDT	Aggregate	5	Diesel	392.7075757	8.414073369	0.051570428	0.053902214	2357.764081	0.013986478	0.371466691	0.301125044	0.34280794	0.543987258	0.022326616
Tulare (SJV)	2025	MHDT	Aggregate	10	Diesel	4583.576966	3.495535289	0.038352568	0.040086701	1983.205635	0.007990632	0.312454855	0.17203611	0.195850016	0.417321169	0.018779771
Tulare (SJV)	2025	MHDT	Aggregate	15	Diesel	8000.404682	2.205694494	0.024726552	0.025844577	1558.905435	0.003984257	0.245606186	0.085779968	0.097653964	0.265871163	0.014761902
Tulare (SJV)	2025	MHDT	Aggregate	20	Diesel	10540.98035	1.678234746	0.015806095	0.016520777	1327.205341	0.001949472	0.209101742	0.041971597	0.047781468	0.189901939	0.012567841
Tulare (SJV)	2025	MHDT	Aggregate	25	Diesel	14509.66051	1.39533579	0.012277765	0.012832911	1195.765598	0.00139851	0.188393357	0.030109539	0.034277419	0.151912529	0.011323185
						Total	17.18887369	0.142733409	0.14918718	8422.846091	0.02930935	1.327022832	0.631022259	0.718370807	1.568994058	0.079759316

Running Emissions 5-25 MPH Averaged

	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
HHDT	**8.4938**	**0.0347**	**0.0363**	**2568.4295**	**0.0076**	**0.4047**	**0.1642**	**0.1869**	**0.5868**	**0.0243**
LHDT1	**2.4932**	**0.0812**	**0.0849**	**906.3665**	**0.0169**	**0.1428**	**0.3636**	**0.4139**	**1.1313**	**0.0086**
LHDT2	**2.1591**	**0.0715**	**0.0747**	**1091.6516**	**0.0149**	**0.1720**	**0.3216**	**0.3661**	**0.9883**	**0.0103**
MHDT	**3.4378**	**0.0285**	**0.0298**	**1684.5692**	**0.0059**	**0.2654**	**0.1262**	**0.1437**	**0.3138**	**0.0160**

On-site Truck Running and Idling Emissions for the Operational Health Risk Analysis—Lindsay Travel Center Project

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed, kWh/mile for Energy Consumption, gallon/mile for Fuel Consumption. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Tulare (SJV)	2025	HHDT	Aggregate	5	Diesel	466.5996241	19.74234706	0.122608079	0.128151873	3447.402201	0.027477003	0.543139621	0.591572345	0.673460084	1.328739752	0.032644837
Tulare (SJV)	2025	HHDT	Aggregate	10	Diesel	5401.274756	9.497260363	0.024362583	0.025464151	3021.491157	0.006105487	0.476037162	0.131449459	0.149645203	0.728562729	0.028611714
Tulare (SJV)	2025	HHDT	Aggregate	15	Diesel	11869.65623	5.800983493	0.01130665	0.011817886	2418.284718	0.002226321	0.381001742	0.047932075	0.054567019	0.389430363	0.02289971
						Total	35.04059092	0.158277312	0.165433909	8887.178077	0.035808811	1.400178525	0.770953879	0.877672305	2.446732843	0.084156262
Tulare (SJV)	2025	LHDT1	Aggregate	5	Diesel	4804.778709	2.84258739	0.116123707	0.121374306	1206.217989	0.024018591	0.190040135	0.517106119	0.588690937	1.683645706	0.011429528
Tulare (SJV)	2025	LHDT1	Aggregate	10	Diesel	15978.07911	2.638282158	0.094799029	0.09908542	1044.125197	0.019587828	0.16450235	0.421714399	0.480093806	1.340053197	0.009893617
Tulare (SJV)	2025	LHDT1	Aggregate	15	Diesel	34603.94199	2.46528441	0.077894301	0.081416336	872.2928655	0.016171019	0.137430096	0.348152529	0.396348507	1.074899082	0.008265418
						Total	7.946153957	0.288817036	0.301876061	3122.636052	0.059777438	0.491972582	1.286973047	1.465133251	4.098597985	0.029588564
Tulare (SJV)	2025	LHDT2	Aggregate	5	Diesel	1705.628105	2.537915082	0.10110754	0.105679174	1434.208032	0.020797283	0.225960059	0.44775326	0.509737318	1.457075518	0.01358985
Tulare (SJV)	2025	LHDT2	Aggregate	10	Diesel	5671.990834	2.318583527	0.083201571	0.086963576	1250.773043	0.017210604	0.197059802	0.370534164	0.421828511	1.170385888	0.01185171
Tulare (SJV)	2025	LHDT2	Aggregate	15	Diesel	12283.90725	2.130666974	0.06881742	0.071929038	1059.776717	0.014388877	0.166968253	0.309784049	0.352668544	0.943954385	0.010041923
						Total	6.987165583	0.25312653	0.264571788	3744.757793	0.052396764	0.589988115	1.128071473	1.284234373	3.571415791	0.035483483
Tulare (SJV)	2025	MHDT	Aggregate	5	Diesel	392.7075757	8.414073369	0.051570428	0.053902214	2357.764081	0.013986478	0.371466691	0.301125044	0.34280794	0.543987258	0.022326616
Tulare (SJV)	2025	MHDT	Aggregate	10	Diesel	4583.576966	3.495535289	0.038352568	0.040086701	1983.205635	0.007990632	0.312454855	0.17203611	0.195850016	0.417321169	0.018779771
Tulare (SJV)	2025	MHDT	Aggregate	15	Diesel	8000.404682	2.205694494	0.024726552	0.025844577	1558.905435	0.003984257	0.245606186	0.085779968	0.097653964	0.265871163	0.014761902
						Total	14.11530315	0.114649549	0.119833492	5899.875151	0.025961367	0.929527733	0.558941122	0.63631192	1.22717959	0.05586829

Running Emissions 5-15 MPH Averaged

	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
HHDT	**11.6802**	**0.0528**	**0.0551**	**2962.3927**	**0.0119**	**0.4667**	**0.2570**	**0.2926**	**0.8156**	**0.0281**
LHDT1	**2.6487**	**0.0963**	**0.1006**	**1040.8787**	**0.0199**	**0.1640**	**0.4290**	**0.4884**	**1.3662**	**0.0099**
LHDT2	**2.3291**	**0.0844**	**0.0882**	**1248.2526**	**0.0175**	**0.1967**	**0.3760**	**0.4281**	**1.1905**	**0.0118**
MHDT	**4.7051**	**0.0382**	**0.0399**	**1966.6251**	**0.0087**	**0.3098**	**0.1863**	**0.2121**	**0.4091**	**0.0186**

On-site Truck Running and Idling Emissions for the Operational Health Risk Analysis—Lindsay Travel Center Project

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed, kWh/mile for Energy Consumption, gallon/mile for Fuel Consumption. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Tulare (SJV)	2025	HHDT	Aggregate	10	Diesel	5401.274756	9.497260363	0.024362583	0.025464151	3021.491157	0.006105487	0.476037162	0.131449459	0.149645203	0.728562729	0.028611714
Tulare (SJV)	2025	HHDT	Aggregate	15	Diesel	11869.65623	5.800983493	0.01130665	0.011817886	2418.284718	0.002226321	0.381001742	0.047932075	0.054567019	0.389430363	0.02289971
Tulare (SJV)	2025	HHDT	Aggregate	20	Diesel	23244.52645	3.932628946	0.007315814	0.007646603	2074.885545	0.001303954	0.326899063	0.02807377	0.03195985	0.276664419	0.019647925
Tulare (SJV)	2025	HHDT	Aggregate	25	Diesel	14071.8338	3.4959349	0.007983397	0.008344371	1880.08401	0.001016248	0.296208001	0.021879533	0.024908183	0.210683227	0.017803271
						Total	22.7268077	0.050968443	0.05327301	9394.74543	0.010652009	1.480145968	0.229334837	0.261080255	1.605340738	0.088962621
Tulare (SJV)	2025	LHDT1	Aggregate	10	Diesel	15978.07911	2.638282158	0.094799029	0.09908542	1044.125197	0.019587828	0.16450235	0.421714399	0.480093806	1.340053197	0.009893617
Tulare (SJV)	2025	LHDT1	Aggregate	15	Diesel	34603.94199	2.46528441	0.077894301	0.081416336	872.2928655	0.016171019	0.137430096	0.348152529	0.396348507	1.074899082	0.008265418
Tulare (SJV)	2025	LHDT1	Aggregate	20	Diesel	37937.09745	2.316506372	0.064179957	0.067081889	753.890381	0.013442711	0.118775737	0.289413659	0.329478209	0.863957976	0.007143494
Tulare (SJV)	2025	LHDT1	Aggregate	25	Diesel	40602.81525	2.203227124	0.052962759	0.0553575	655.3062831	0.01121941	0.103243772	0.24154729	0.274985531	0.693753877	0.00620936
						Total	9.623300063	0.289836045	0.302941145	3325.614727	0.060420968	0.523951955	1.300827878	1.480906054	3.972664132	0.03151189
Tulare (SJV)	2025	LHDT2	Aggregate	10	Diesel	5671.990834	2.318583527	0.083201571	0.086963576	1250.773043	0.017210604	0.197059802	0.370534164	0.421828511	1.170385888	0.01185171
Tulare (SJV)	2025	LHDT2	Aggregate	15	Diesel	12283.90725	2.130666974	0.06881742	0.071929038	1059.776717	0.014388877	0.166968253	0.309784049	0.352668544	0.943954385	0.010041923
Tulare (SJV)	2025	LHDT2	Aggregate	20	Diesel	13467.13003	1.96800327	0.05702223	0.059600523	916.7568249	0.012093717	0.144435411	0.26037061	0.296414629	0.760307671	0.008686737
Tulare (SJV)	2025	LHDT2	Aggregate	25	Diesel	14413.42193	1.840179386	0.047290053	0.049428299	796.7435772	0.010190721	0.125527275	0.219400226	0.24977257	0.609725746	0.00754955
						Total	8.257433156	0.256331274	0.267921436	4024.050163	0.053883919	0.633990742	1.160089049	1.320684254	3.48437369	0.03812992
Tulare (SJV)	2025	MHDT	Aggregate	10	Diesel	4583.576966	3.495535289	0.038352568	0.040086701	1983.205635	0.007990632	0.312454855	0.17203611	0.195850016	0.417321169	0.018779771
Tulare (SJV)	2025	MHDT	Aggregate	15	Diesel	8000.404682	2.205694494	0.024726552	0.025844577	1558.905435	0.003984257	0.245606186	0.085779968	0.097653964	0.265871163	0.014761902
Tulare (SJV)	2025	MHDT	Aggregate	20	Diesel	10540.98035	1.678234746	0.015806095	0.016520777	1327.205341	0.001949472	0.209101742	0.041971597	0.047781468	0.189901939	0.012567841
Tulare (SJV)	2025	MHDT	Aggregate	25	Diesel	14509.66051	1.39533579	0.012277765	0.012832911	1195.765598	0.00139851	0.188393357	0.030109539	0.034277419	0.151912529	0.011323185
						Total	8.774800319	0.091162981	0.095284966	6065.082009	0.015322871	0.955556141	0.329897215	0.375562867	1.0250068	0.0574327

Running Emissions 10-25 MPH Averaged

	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
HHDT	**5.6817**	**0.0127**	**0.0133**	**2348.6864**	**0.0027**	**0.3700**	**0.0573**	**0.0653**	**0.4013**	**0.0222**
LHDT1	**2.4058**	**0.0725**	**0.0757**	**831.4037**	**0.0151**	**0.1310**	**0.3252**	**0.3702**	**0.9932**	**0.0079**
LHDT2	**2.0644**	**0.0641**	**0.0670**	**1006.0125**	**0.0135**	**0.1585**	**0.2900**	**0.3302**	**0.8711**	**0.0095**
MHDT	**2.1937**	**0.0228**	**0.0238**	**1516.2705**	**0.0038**	**0.2389**	**0.0825**	**0.0939**	**0.2563**	**0.0144**

Idling Minutes/Day Per Truck	15
Max Trucks per Day	638.40
Number Idling Trucks per Day	638.40
Max Trucks per Day—HHDT	126.99
Max Trucks per Day—LHDT1	326.54
Max Trucks per Day—LHDT2	83.06
Max Trucks per Day—MHDT	101.80

Idling Emissions	Calendar Year	Season	Region	Vehicle Category	Fuel	Pollutant	g/vehicle/day	g/day	Max lbs/day
IDLEX	2025	Annual	Tulare (SJV)	HHDT	DSL	ROG	6.4313	816.7234	1.800567
IDLEX	2025	Annual	Tulare (SJV)	LHDT1	DSL	ROG	0.1098	35.8412	0.079016
IDLEX	2025	Annual	Tulare (SJV)	LHDT2	DSL	ROG	0.1098	9.1171	0.020100
IDLEX	2025	Annual	Tulare (SJV)	MHDT	DSL	ROG	0.2513	25.5783	0.056390
IDLEX	2025	Annual	Tulare (SJV)	HHDT	DSL	NOx	76.0154	9,653.2746	21.281831
IDLEX	2025	Annual	Tulare (SJV)	LHDT1	DSL	NOx	2.2406	731.6454	1.613002
IDLEX	2025	Annual	Tulare (SJV)	LHDT2	DSL	NOx	2.1859	181.5680	0.400289
IDLEX	2025	Annual	Tulare (SJV)	MHDT	DSL	NOx	12.4200	1,264.3863	2.787495
IDLEX	2025	Annual	Tulare (SJV)	HHDT	DSL	CO	94.0073	11,938.0818	26.318970
IDLEX	2025	Annual	Tulare (SJV)	LHDT1	DSL	CO	0.9097	297.0702	0.654928
IDLEX	2025	Annual	Tulare (SJV)	LHDT2	DSL	CO	0.9097	75.5670	0.166597
IDLEX	2025	Annual	Tulare (SJV)	MHDT	DSL	CO	7.4924	762.7456	1.681566
IDLEX	2025	Annual	Tulare (SJV)	HHDT	DSL	SO2	0.1395	17.7182	0.039062
IDLEX	2025	Annual	Tulare (SJV)	LHDT1	DSL	SO2	0.0013	0.4202	0.000926
IDLEX	2025	Annual	Tulare (SJV)	LHDT2	DSL	SO2	0.0021	0.1706	0.000376
IDLEX	2025	Annual	Tulare (SJV)	MHDT	DSL	SO2	0.0209	2.1295	0.004695
IDLEX	2025	Annual	Tulare (SJV)	HHDT	DSL	PM10	0.0375	0.0334	0.000074
IDLEX	2025	Annual	Tulare (SJV)	LHDT1	DSL	PM10	0.0275	0.0278	0.000061
IDLEX	2025	Annual	Tulare (SJV)	LHDT2	DSL	PM10	0.0277	0.0278	0.000061
IDLEX	2025	Annual	Tulare (SJV)	MHDT	DSL	PM10	0.0315	0.0233	0.000051
IDLEX	2025	Annual	Tulare (SJV)	HHDT	DSL	PM2.5	0.0359	0.0320	0.000070
IDLEX	2025	Annual	Tulare (SJV)	LHDT1	DSL	PM2.5	0.0263	0.0266	0.000059
IDLEX	2025	Annual	Tulare (SJV)	LHDT2	DSL	PM2.5	0.0265	0.0266	0.000059
IDLEX	2025	Annual	Tulare (SJV)	MHDT	DSL	PM2.5	0.0301	0.0223	0.000049

Lindsay Travel Center Project
Summary of DPM Emissions in Pounds

Diesel Truck Idling Emissions

Segment - On-site Truck Idle		Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)	Source Group
On-site Idling – Location 1	Idle 1	0.10986800	0.00024200	0.08833000	2.42000E-05	IDLE1
On-site Idling – Location 2	Idle 2	0.057656678	0.00012700	0.046353937	1.26997E-05	IDLE2
On-site Idling – Location 3	Idle 3	0.055414474	0.000122058	0.044551284	1.22058E-05	IDLE3
On-site Idling – Location 4	Idle 4	0.054773844	0.000120647	0.04403624	1.20647E-05	IDLE4
On-site Idling – Location 5	Idle 5	0.043562823	9.59534E-05	0.035022975	9.59534E-06	IDLE5
On-site Idling – Location 6	Idle 6	0.090300924	0.000198901	0.07259876	1.98901E-05	IDLE6
	Subtotal Idle	**0.411576745**	**0.000906557**	**0.330893198**		

TRU Emissions

Segment	Emissions (lb/year)	Emissions (lb/day)	Max Emissions in an Hour (lbs/hr)
On-site TRUs – Location 1	2.620794852	0.00718026	0.000718026
On-site TRUs – Location 2	1.375344237	0.003768066	0.000376807
On-site TRUs – Location 3	1.321858628	0.00362153	0.000362153
On-site TRUs – Location 4	1.306577025	0.003579663	0.000357966
On-site TRUs – Location 5	1.039148979	0.002846984	0.000284698
On-site TRUs – Location 6	1.50905826	0.004134406	0.000413441
Subtotal TRUs	**9.172781982**	**0.02513091**	**0.002513091**

Segment - On-site Truck Idle	Source ID	Source #	Source Group	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
On-site Idling – Location 1	IDLE1	-	Idle1	0.00742226	2.709124854	0.000742226
On-site Idling – Location 2	IDLE2	-	Idle2	0.003895063	1.421698174	0.000389506
On-site Idling – Location 3	IDLE3	-	Idle3	0.003743589	1.366409912	0.000374359
On-site Idling – Location 4	IDLE4	-	Idle4	0.00370031	1.350613266	0.000370031
On-site Idling – Location 5	IDLE5	-	Idle5	0.002942937	1.074171954	0.000294294
On-site Idling – Location 6	IDLE6	-	Idle6	0.004333307	1.58165702	0.000433331
		Subtotal Idle + TRUs for HARP2 Inputs		**0.026037466**	**9.50367518**	**0.002603747**

Diesel Truck On-site Travel Emissions (5-15 mph aggregated)

Segment	Source ID	Source #	Source Group	Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
On-site Truck Travel	On1	-	On1	26.69697609	0.058803912	21.46342791	0.005880391
		Subtotal On-site Travel		**26.69697609**	**0.058803912**	**21.46342791**	

Diesel Truck Localized Off-site Travel Emissions (10-25 mph aggregated)

Segment	Source ID	Source #	Source Group	Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
Off-site Truck Route 1	OFF1	-	Off1	2.426423957	0.005344546	1.950759349	0.000890758
Off-site Truck Route 2	OFF2	-	Off2	2.375050935	0.00523139	1.909457249	0.000871898
Off-site Truck Route 3	OFF3	-	Off3	2.431656394	0.005356071	1.954966044	0.000892679
		Subtotal Off-site Travel		**7.233131286**	**0.015932007**	**5.815182642**	

Notes: Divided pounds per day by 10 hours to estimate maximum pounds in an hour.

Health Risk Summary (Summary of HARP2 Results - Operational DPM)

Lindsay Travel Center Project Operations (DPM from Trucks) - Starting in the Third Trimester

	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
Maximum Risk	1.028E-05	10.28	1.958E-03	0.00E+00

	X	Y
MEI UTM	310326.69	4009412.63
Lat/Long	36°12'39.5"N	119°06'36.0"W
	36.210973,	-119.109986

*HARP - HRACalc v22118 1/7/2024 1:48:22 PM - Cancer Risk - HARP Op DPM(v2)\hra\Op DPM (starting at 3rd trimester)HRAInput.hra
*HARP - HRACalc v22118 1/7/2024 1:48:22 PM - Chronic Risk - HARP Op DPM(v2)\hra\Op DPM (starting at 3rd trimester)HRAInput.hra
*HARP - HRACalc v22118 1/7/2024 1:48:22 PM - Acute Risk - HARP Op DPM(v2)\hra\Op DPM (starting at 3rd trimester)HRAInput.hra

REC	GRP	X	Y	RISK_SUM	SCENARIO	MAXHI NonCancerChronic	MAXHI Acute
1	ALL	310449.95	4009662.52	1.814E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.456E-04	0.00E+00
2	ALL	310419.14	4009729.40	1.707E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.253E-04	0.00E+00
3	ALL	310388.34	4009796.28	1.664E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.170E-04	0.00E+00
4	ALL	310289.29	4009890.82	1.877E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.577E-04	0.00E+00
5	ALL	310221.05	4009918.48	2.202E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.197E-04	0.00E+00
6	ALL	310152.81	4009946.14	2.613E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.980E-04	0.00E+00
7	ALL	310480.75	4009595.64	1.979E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.772E-04	0.00E+00
8	ALL	310485.17	4009514.87	2.553E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.865E-04	0.00E+00
9	ALL	310489.58	4009434.10	3.743E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.132E-04	0.00E+00
10	ALL	310564.41	4009675.28	1.208E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.302E-04	0.00E+00
11	ALL	310518.99	4009734.86	1.218E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.322E-04	0.00E+00
12	ALL	310488.19	4009801.74	1.197E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.281E-04	0.00E+00
13	ALL	310457.38	4009868.62	1.190E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.267E-04	0.00E+00
14	ALL	310358.34	4009963.16	1.326E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.526E-04	0.00E+00
15	ALL	310290.10	4009990.82	1.514E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.884E-04	0.00E+00
16	ALL	310221.86	4010018.48	1.748E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.331E-04	0.00E+00
17	ALL	310153.62	4010046.13	2.022E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.854E-04	0.00E+00
18	ALL	310580.60	4009601.10	1.364E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.598E-04	0.00E+00
19	ALL	310585.02	4009520.33	1.618E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.082E-04	0.00E+00
20	ALL	310574.45	4009435.91	2.153E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.103E-04	0.00E+00
21	ALL	310649.65	4009673.44	9.549E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.820E-04	0.00E+00
22	ALL	310618.85	4009740.32	9.090E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.732E-04	0.00E+00
23	ALL	310588.04	4009807.20	8.895E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.695E-04	0.00E+00
24	ALL	310557.23	4009874.08	8.905E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.697E-04	0.00E+00
25	ALL	310526.43	4009940.95	8.946E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.705E-04	0.00E+00
26	ALL	310427.38	4010035.49	9.899E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.886E-04	0.00E+00
27	ALL	310359.14	4010063.15	1.110E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.116E-04	0.00E+00
28	ALL	310290.90	4010090.81	1.253E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.387E-04	0.00E+00
29	ALL	310222.66	4010118.47	1.432E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.729E-04	0.00E+00
30	ALL	310154.42	4010146.13	1.618E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.084E-04	0.00E+00
31	ALL	310680.46	4009606.56	9.962E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.898E-04	0.00E+00
32	ALL	310684.87	4009525.79	1.128E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.150E-04	0.00E+00
33	ALL	310689.29	4009445.02	1.284E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.446E-04	0.00E+00
34	ALL	310152.65	4009042.56	1.888E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.597E-04	0.00E+00
35	ALL	310227.25	4009072.67	2.386E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.547E-04	0.00E+00
36	ALL	310301.84	4009102.78	2.681E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.108E-04	0.00E+00
37	ALL	310404.72	4009208.19	4.103E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.819E-04	0.00E+00
38	ALL	310472.23	4009392.82	6.211E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.184E-03	0.00E+00
39	ALL	310078.06	4009012.45	1.381E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.631E-04	0.00E+00
40	ALL	309994.76	4009014.98	1.094E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.085E-04	0.00E+00
41	ALL	309911.47	4009017.50	8.838E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.684E-04	0.00E+00
42	ALL	310149.62	4008942.61	1.243E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.369E-04	0.00E+00
43	ALL	310224.22	4008972.72	1.567E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.986E-04	0.00E+00
44	ALL	310298.81	4009002.82	1.827E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.481E-04	0.00E+00
45	ALL	310373.41	4009032.93	1.976E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.765E-04	0.00E+00
46	ALL	310476.29	4009138.34	2.697E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.140E-04	0.00E+00
47	ALL	310504.58	4009213.65	4.619E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.802E-04	0.00E+00
48	ALL	310532.86	4009288.95	3.347E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.377E-04	0.00E+00
49	ALL	310532.80	4009387.34	4.618E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.800E-04	0.00E+00

50	ALL	310075.03	4008912.50	9.332E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.778E-04	0.00E+00
51	ALL	309991.73	4008915.02	7.623E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.453E-04	0.00E+00
52	ALL	309908.44	4008917.55	6.395E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.219E-04	0.00E+00
53	ALL	310146.59	4008842.65	8.743E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.666E-04	0.00E+00
54	ALL	310221.19	4008872.76	1.094E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.084E-04	0.00E+00
55	ALL	310295.78	4008902.87	1.294E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.466E-04	0.00E+00
56	ALL	310370.38	4008932.98	1.442E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.747E-04	0.00E+00
57	ALL	310444.97	4008963.08	1.524E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.904E-04	0.00E+00
58	ALL	310547.85	4009068.50	1.872E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.567E-04	0.00E+00
59	ALL	310576.14	4009143.80	2.258E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.302E-04	0.00E+00
60	ALL	310604.43	4009219.11	2.180E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.155E-04	0.00E+00
61	ALL	310632.71	4009294.41	2.023E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.854E-04	0.00E+00
62	ALL	310661.00	4009369.71	1.641E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.128E-04	0.00E+00
63	ALL	310072.00	4008812.55	6.735E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.283E-04	0.00E+00
64	ALL	309988.70	4008815.07	5.646E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.076E-04	0.00E+00
65	ALL	309905.41	4008817.60	4.878E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	9.296E-05	0.00E+00
66	ALL	309551.55	4009350.37	1.937E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.690E-04	0.00E+00
67	ALL	309579.49	4009280.23	1.244E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.370E-04	0.00E+00
68	ALL	309607.44	4009210.09	9.384E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.788E-04	0.00E+00
69	ALL	309704.41	4009109.33	7.779E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.482E-04	0.00E+00
70	ALL	309773.43	4009078.72	7.977E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.520E-04	0.00E+00
71	ALL	309842.45	4009048.11	8.387E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.598E-04	0.00E+00
72	ALL	309523.60	4009420.51	3.515E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.698E-04	0.00E+00
73	ALL	309524.23	4009499.39	4.848E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	9.238E-04	0.00E+00
74	ALL	309524.86	4009578.26	5.733E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.093E-03	0.00E+00
75	ALL	309451.55	4009351.17	1.573E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.998E-04	0.00E+00
76	ALL	309479.50	4009281.03	1.041E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.983E-04	0.00E+00
77	ALL	309507.44	4009210.89	7.767E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.480E-04	0.00E+00
78	ALL	309535.39	4009140.74	6.377E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.215E-04	0.00E+00
79	ALL	309632.35	4009039.99	5.495E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.047E-04	0.00E+00
80	ALL	309701.38	4009009.38	5.567E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.061E-04	0.00E+00
81	ALL	309770.40	4008978.77	5.779E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.101E-04	0.00E+00
82	ALL	309839.42	4008948.16	6.092E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.161E-04	0.00E+00
83	ALL	309423.61	4009421.31	2.370E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.516E-04	0.00E+00
84	ALL	309424.24	4009500.19	3.401E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.480E-04	0.00E+00
85	ALL	309424.87	4009579.06	4.127E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.864E-04	0.00E+00
86	ALL	309351.55	4009351.97	1.320E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.516E-04	0.00E+00
87	ALL	309379.50	4009281.83	9.114E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.737E-04	0.00E+00
88	ALL	309407.45	4009211.68	6.753E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.287E-04	0.00E+00
89	ALL	309435.39	4009141.54	5.465E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.042E-04	0.00E+00
90	ALL	309463.34	4009071.40	4.705E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.966E-05	0.00E+00
91	ALL	309560.30	4008970.65	4.157E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.921E-05	0.00E+00
92	ALL	309629.32	4008940.04	4.171E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.949E-05	0.00E+00
93	ALL	309698.35	4008909.43	4.256E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.109E-05	0.00E+00
94	ALL	309767.37	4008878.82	4.451E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.482E-05	0.00E+00
95	ALL	309836.39	4008848.21	4.683E-07	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.923E-05	0.00E+00
96	ALL	309323.61	4009422.11	1.821E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.470E-04	0.00E+00
97	ALL	309324.24	4009500.99	2.536E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.832E-04	0.00E+00
98	ALL	309324.87	4009579.86	3.113E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.932E-04	0.00E+00
99	ALL	309857.12	4009946.34	4.435E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.451E-04	0.00E+00
100	ALL	309786.18	4009917.61	4.680E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.919E-04	0.00E+00
101	ALL	309715.23	4009888.89	4.640E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.842E-04	0.00E+00
102	ALL	309614.43	4009789.69	5.019E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	9.565E-04	0.00E+00
103	ALL	309584.57	4009719.22	5.732E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.092E-03	0.00E+00
104	ALL	309554.72	4009648.74	6.173E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.176E-03	0.00E+00
105	ALL	309928.07	4009975.06	3.915E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.461E-04	0.00E+00
106	ALL	310006.32	4009974.43	3.603E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.866E-04	0.00E+00
107	ALL	310084.57	4009973.80	3.018E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.751E-04	0.00E+00
108	ALL	309857.93	4010046.33	3.188E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.075E-04	0.00E+00
109	ALL	309786.98	4010017.61	3.450E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.574E-04	0.00E+00
110	ALL	309716.04	4009988.89	3.542E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.749E-04	0.00E+00
111	ALL	309645.09	4009960.17	3.447E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.568E-04	0.00E+00
112	ALL	309544.29	4009860.97	3.660E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.975E-04	0.00E+00
113	ALL	309514.43	4009790.49	4.122E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.854E-04	0.00E+00
114	ALL	309484.58	4009720.02	4.549E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.668E-04	0.00E+00
115	ALL	309454.72	4009649.54	4.610E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.785E-04	0.00E+00
116	ALL	309928.88	4010075.05	2.850E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.431E-04	0.00E+00
117	ALL	310007.13	4010074.42	2.641E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.033E-04	0.00E+00

118	ALL	310085.38	4010073.79	2.270E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.325E-04	0.00E+00
119	ALL	309858.73	4010146.33	2.407E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.587E-04	0.00E+00
120	ALL	309787.79	4010117.61	2.619E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.991E-04	0.00E+00
121	ALL	309716.84	4010088.89	2.754E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.248E-04	0.00E+00
122	ALL	309645.89	4010060.17	2.769E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.277E-04	0.00E+00
123	ALL	309574.95	4010031.44	2.678E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.103E-04	0.00E+00
124	ALL	309474.15	4009932.25	2.808E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.351E-04	0.00E+00
125	ALL	309444.29	4009861.77	3.110E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.926E-04	0.00E+00
126	ALL	309414.44	4009791.29	3.440E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.555E-04	0.00E+00
127	ALL	309384.58	4009720.82	3.638E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.933E-04	0.00E+00
128	ALL	309354.72	4009650.34	3.538E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.742E-04	0.00E+00
129	ALL	309929.68	4010175.05	2.186E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.165E-04	0.00E+00
130	ALL	310007.93	4010174.42	2.035E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.877E-04	0.00E+00
131	ALL	310086.18	4010173.79	1.780E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.393E-04	0.00E+00
132	ALL	309773.31	4009358.74	4.568E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.705E-04	0.00E+00
133	ALL	309775.55	4009339.14	3.602E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.863E-04	0.00E+00
134	ALL	310069.76	4009070.51	1.753E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.341E-04	0.00E+00
135	ALL	310069.35	4009051.09	1.598E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.045E-04	0.00E+00
136	ALL	310284.79	4009605.98	4.254E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.107E-04	0.00E+00
137	ALL	310285.27	4009583.60	4.674E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.907E-04	0.00E+00
138	ALL	310339.07	4009656.92	2.778E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.293E-04	0.00E+00
139	ALL	310334.31	4009644.07	2.955E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.630E-04	0.00E+00
140	ALL	310336.21	4009628.35	3.097E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.901E-04	0.00E+00
141	ALL	310362.39	4009644.54	2.637E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.024E-04	0.00E+00
142	ALL	310328.12	4009743.56	2.304E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.391E-04	0.00E+00
143	ALL	310330.50	4009711.67	2.464E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.695E-04	0.00E+00
144	ALL	310335.26	4009731.66	2.304E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.391E-04	0.00E+00
145	ALL	309941.43	4009885.55	5.493E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.047E-03	0.00E+00
146	ALL	309927.39	4009855.73	6.347E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.209E-03	0.00E+00
147	ALL	309922.72	4009865.96	6.071E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.157E-03	0.00E+00
148	ALL	309350.24	4009510.31	2.813E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.360E-04	0.00E+00
149	ALL	309349.68	4009471.10	2.432E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.633E-04	0.00E+00
150	ALL	309349.12	4009493.51	2.646E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.042E-04	0.00E+00
151	ALL	309449.52	4009801.82	3.576E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.814E-04	0.00E+00
152	ALL	309469.04	4009793.24	3.772E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.187E-04	0.00E+00
153	ALL	309456.66	4009783.72	3.767E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.179E-04	0.00E+00
154	ALL	309571.00	4009898.76	3.507E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.684E-04	0.00E+00
155	ALL	309574.33	4009975.44	2.990E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.699E-04	0.00E+00
156	ALL	309550.99	4009971.63	2.909E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.544E-04	0.00E+00
157	ALL	309566.61	4010018.32	2.715E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.173E-04	0.00E+00
158	ALL	309875.87	4010135.99	2.462E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.692E-04	0.00E+00
159	ALL	309874.25	4010146.11	2.400E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.572E-04	0.00E+00
160	ALL	309959.49	4010174.85	2.143E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.083E-04	0.00E+00
161	ALL	309920.18	4010184.99	2.144E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.086E-04	0.00E+00
162	ALL	309926.79	4010004.63	3.544E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.753E-04	0.00E+00
163	ALL	309926.79	4010015.32	3.422E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.521E-04	0.00E+00
164	ALL	309873.65	4010012.37	3.535E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.736E-04	0.00E+00
165	ALL	310273.55	4010092.25	1.309E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.494E-04	0.00E+00
166	ALL	310280.86	4010098.98	1.268E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.417E-04	0.00E+00
167	ALL	310255.71	4009988.99	1.678E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.197E-04	0.00E+00
168	ALL	310277.06	4009985.19	1.589E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.027E-04	0.00E+00
169	ALL	309526.19	4009779.57	4.329E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.249E-04	0.00E+00
170	ALL	309562.22	4009476.04	5.317E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.013E-03	0.00E+00
171	ALL	309562.51	4009485.98	5.473E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.043E-03	0.00E+00
172	ALL	309563.39	4009498.86	5.703E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.087E-03	0.00E+00
173	ALL	310347.57	4008942.57	1.488E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.835E-04	0.00E+00
174	ALL	310203.82	4008872.67	1.067E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.033E-04	0.00E+00
175	ALL	310214.37	4008901.68	1.194E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.275E-04	0.00E+00
176	ALL	310562.58	4009098.08	2.039E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.885E-04	0.00E+00
177	ALL	310590.81	4009113.57	1.955E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.725E-04	0.00E+00
178	ALL	310576.70	4009086.38	1.881E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.584E-04	0.00E+00
179	ALL	310584.27	4009099.46	1.918E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.655E-04	0.00E+00
180	ALL	310570.84	4009113.57	2.102E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.006E-04	0.00E+00
181	ALL	310590.47	4009139.05	2.090E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.982E-04	0.00E+00
182	ALL	310557.76	4009127.34	2.338E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.456E-04	0.00E+00
183	ALL	310572.91	4009186.21	2.465E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.698E-04	0.00E+00

184	ALL	310591.84	4009184.49	2.235E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.259E-04	0.00E+00
185	ALL	310570.67	4009205.31	2.535E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.830E-04	0.00E+00
186	ALL	310589.69	4009206.78	2.306E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.394E-04	0.00E+00
187	ALL	310570.67	4009233.99	2.588E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.931E-04	0.00E+00
188	ALL	310588.81	4009233.11	2.368E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.512E-04	0.00E+00
189	ALL	310589.98	4009252.72	2.399E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.572E-04	0.00E+00
190	ALL	310570.38	4009252.43	2.634E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.019E-04	0.00E+00
191	ALL	310583.08	4009332.03	2.860E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.450E-04	0.00E+00
192	ALL	310596.05	4009331.62	2.563E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.885E-04	0.00E+00
193	ALL	310572.55	4009409.80	2.403E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.579E-04	0.00E+00
194	ALL	310624.80	4009407.77	1.778E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.388E-04	0.00E+00
195	ALL	310626.42	4009433.69	1.662E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.168E-04	0.00E+00
196	ALL	310600.10	4009420.73	1.946E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.708E-04	0.00E+00
197	ALL	310326.69	4009412.63	1.028E-05	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.958E-03	0.00E+00
198	ALL	310344.92	4009408.58	9.645E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.838E-03	0.00E+00
199	ALL	310360.72	4009405.34	9.143E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.742E-03	0.00E+00
200	ALL	310381.37	4009400.48	8.602E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.639E-03	0.00E+00
201	ALL	310397.98	4009398.86	8.053E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.535E-03	0.00E+00
202	ALL	310416.21	4009396.43	7.624E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.453E-03	0.00E+00
203	ALL	310434.03	4009394.81	7.160E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.364E-03	0.00E+00
204	ALL	310455.50	4009395.62	6.436E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.226E-03	0.00E+00
205	ALL	310491.14	4009394.00	5.568E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.061E-03	0.00E+00
206	ALL	310533.26	4009405.75	3.577E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.816E-04	0.00E+00
207	ALL	310533.67	4009423.57	3.065E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.840E-04	0.00E+00
208	ALL	310535.29	4009440.17	2.737E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.215E-04	0.00E+00
209	ALL	310484.43	4009470.11	3.108E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.923E-04	0.00E+00
210	ALL	310533.01	4009459.57	2.526E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.813E-04	0.00E+00
211	ALL	310530.43	4009536.07	1.949E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.714E-04	0.00E+00
212	ALL	310480.96	4009539.37	2.377E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.530E-04	0.00E+00
213	ALL	310475.03	4009557.18	2.291E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.366E-04	0.00E+00
214	ALL	310517.24	4009622.48	1.606E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.060E-04	0.00E+00
215	ALL	310331.90	4009493.86	5.653E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.077E-03	0.00E+00
216	ALL	310372.79	4009491.22	4.697E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.950E-04	0.00E+00
217	ALL	310436.11	4009489.90	3.531E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	6.729E-04	0.00E+00
218	ALL	310331.42	4009457.45	6.952E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.325E-03	0.00E+00
219	ALL	310423.37	4009446.51	4.730E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	9.012E-04	0.00E+00
220	ALL	310331.42	4009472.84	6.344E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.209E-03	0.00E+00
221	ALL	310378.41	4009471.63	5.063E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	9.648E-04	0.00E+00
222	ALL	310385.30	4009448.13	5.623E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	1.072E-03	0.00E+00
223	ALL	310427.83	4009469.60	4.053E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	7.723E-04	0.00E+00
224	ALL	310444.44	4009445.70	4.313E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	8.218E-04	0.00E+00
225	ALL	310520.50	4009676.98	1.378E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.626E-04	0.00E+00
226	ALL	310598.10	4009652.33	1.151E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.193E-04	0.00E+00
227	ALL	310535.20	4009747.72	1.133E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.159E-04	0.00E+00
228	ALL	310520.43	4009698.62	1.309E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.495E-04	0.00E+00
229	ALL	310519.00	4009650.95	1.479E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.819E-04	0.00E+00
230	ALL	310513.28	4009599.47	1.736E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.308E-04	0.00E+00
231	ALL	310529.01	4009576.59	1.746E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.326E-04	0.00E+00
232	ALL	310564.23	4009550.83	1.630E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.106E-04	0.00E+00
233	ALL	310579.22	4009552.45	1.532E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	2.920E-04	0.00E+00
234	ALL	310534.65	4009554.07	1.818E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.464E-04	0.00E+00
235	ALL	310480.11	4009492.01	2.867E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	5.463E-04	0.00E+00
236	ALL	310529.14	4009498.09	2.217E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	4.225E-04	0.00E+00
237	ALL	310573.72	4009460.40	2.000E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.812E-04	0.00E+00
238	ALL	310572.50	4009496.06	1.817E-06	70YrCancerHighEnd_InhSoilDermMMilkCrops	3.463E-04	0.00E+00

Health Risk Assessment

Operational Benzene

Lindsay Travel Center Project—Benzene Emissions Calculations

Project: The Lindsay Travel Center Project at the Northeast Corner of Cedar Avenue & SR 65—Lindsay, CA

Total Capacity (gallons)	36,000	(3) 12,000 gallon above ground storage tanks
Total Annual Throughput (gallons)	2,292,000	Maximum annual throughput of gasoline in gallons, approximately 2,292,000 gallons of gasoline per year (191,000 gallons / month x 12 months, base case from applicant information)

Benzene Emissions Calculations (Based on 24-hr, 7-day per week Operations)

Storage Tanks (1 of 3)	Total Capacity (gallons)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Fuel Movement (gallons)	lbs/day	g/day	g/sec
Loading	12,000	764,000	0.001260	2,093	0.003	1.1963E+00	1.3846E-05
Breathing			0.000075	12,000	0.001	4.0823E-01	4.7249E-06

Storage Tanks (2 of 3)	Total Capacity (gallons)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Fuel Movement (gallons)	lbs/day	g/day	g/sec
Loading	12,000	764,000	0.001260	2,093	0.003	1.1963E+00	1.3846E-05
Breathing			0.000075	12,000	0.001	4.0823E-01	4.7249E-06

Storage Tanks (3 of 3)	Total Capacity (gallons)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Fuel Movement (gallons)	lbs/day	g/day	g/sec
Loading	12,000	764,000	0.001260	2,093	0.003	1.1963E+00	1.3846E-05
Breathing			0.000075	12,000	0.001	4.0823E-01	4.7249E-06

Fuel Dispensers (Total)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	2,292,000	0.000960	6,279	0.006	2.7344E+00	3.1648E-05
Spillage		0.002400	6,279	0.015	6.8359E+00	7.9120E-05

Sources:
BAAQMD Air Toxics NSR Program Health Risk Assessment Guidelines (2016); SCAQMD Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations (2007); and CAPCOA Gasoline Service Station Industrywide Risk Assessment Guidelines (1997).
Note: Newer technologies may result in an increase in vapor capture that may not be reflected in the health risk assessment. However, the assessment represents a conservative estimate of health risk exposure.

Fuel Dispensers (Pump Station 1 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 2 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 3 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 4 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 5 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 6 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 7 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Fuel Dispensers (Pump Station 8 of 8)	Annual Throughput (gallons)	Emission Factor (lbs/1,000 gallons)	Daily Throughput (gallons)	lbs/day	g/day	g/sec
Refueling	286,500	0.000960	785	0.001	3.4180E-01	3.9560E-06
Spillage		0.002400	785	0.002	8.5449E-01	9.8900E-06

Benzene Input Summary

Parameter	Location	Source	Height (m)	Diameter (m)	Vertical dimension (m)	Release height (m)
Loading	Storage tanks	Point	3.66	0.05	-	-
Breathing	Storage tanks	Point	3.66	0.05	-	-
Refueling	Canopy	Volume	-	-	5	1
Spillage	Canopy	Volume	-	-	5	0

Assumed Hours per Day	Hours of Operation	Hours Per Day	Hours Per Year of Operations	Hours Per Year (24/day)	Factor
Sunday	24 hours	24	1,248	1,248	1.0000
Monday	24 hours	24	1,248	1,248	1.0000
Tuesday	24 hours	24	1,248	1,248	1.0000
Wednesday	24 hours	24	1,248	1,248	1.0000
Thursday	24 hours	24	1,248	1,248	1.0000
Friday	24 hours	24	1,248	1,248	1.0000
Saturday	24 hours	24	1,248	1,248	1.0000

Lindsay Travel Center Project—Benzene Health Risk Calculations for Off-site Receptors

Risk Calculations

1-Hour Average Concentration:	0.21178	1-Hour concentration (µg/m3) from air dispersion model
24-Hour Average Concentration:	0.02553	24-Hour average concentration (µg/m3) from air dispersion model
Annual Average Concentration:	0.00210	annual average concentration (µg/m3) from air dispersion model

Cancer Risk

	3rd trimester	0<2 years	2<9 years	9<16 years	2<16 years	16<30 years	30<70 years	16<70 years
DOSEair = (Cair*(BR/BW)*A*EF*10^{-6})	7.27776E-07	2.19744E-06	1.27210E-06	1.15315E-06	1.15315E-06	5.26176E-07	4.69728E-07	4.69728E-07
Risk = DOSEair * CPF * ASF * ED/AT * FAH	2.59920E-09	6.27840E-08	3.81629E-08	3.45946E-08	6.91891E-08	1.05235E-08	2.68416E-08	3.62362E-08
Exposure Duration (years)	0.25	2	7	7	14	14	40	54

Cancer Risk:	Risk	in one million	Exposure (years)
70-year exposure	1.708E-07	0.17	70
30-year exposure	1.451E-07	0.15	30
9-year exposure	1.035E-07	0.10	9

	DOSEair		mg/kg-d	Dose through inhalation
	CPF	0.1	$(mg/kg/day)^{-1}$	Cancer Potency Factor for Benzene
BR/BW	BR/BW (3rd trimester)	361	L/kg	Daily Breathing rate normalized to body weight
	BR/BW (0 < 2 years)	1,090	bodyweight-	95th percentile used for 3rd trimester and 0<2
	BR/BW (2 < 9 years)	631	day	80th percentile used for all other age bins
	BR/BW (2 < 16 years)	572		
	BR/BW (9 < 16 years)	572		
	BR/BW (16 < 30 years)	261		
	BR/BW (16 < 70 years)	233		
	10^{-6}	1.00E-06		Micrograms to milligrams conversions, liters to cubic meters conversion
	Cair	0.1	ug/m3	Concentration in air (ug/m3), modeled annual average concentration
	A	1		Inhalation absorption factor
	EF	0.96	days/year	Exposure frequency (days/year)
ED	ED (3rd trimester)	0.25	years	Exposure duration (years)
	ED (0 < 2 years)	2		
	ED (2 < 9 years)	7		
	ED (9 < 16 years)	7		
	ED (2 < 16, 16 < 30 years)	14		
	ED (16<70 years)	40		
	ED (16 - 70 years)	54		
	AT	70	years	Averaging time period over which exposure is averaged
ASF	ASF (3rd trimester - 2 years)	10		Age Sensitivity Factor
	ASF (2 - 16 years)	3		
	ASF (16 - 70 years)	1		
FAH	FAH (3rd trimester - 2 years)	1		Fraction of time spent at home (unitless)
	FAH (2 - 16 years)	1		
	FAH (16 - 70 years)	1		

Chronic Noncancer Hazard

Threshold:	1	
Hazard Quotient = Ci/RELi		
HQ =	0.001	Hazard Quotient
C_i	0.002	Concentration in the air of substance i (annual average concentration in µg/m^3)
REL_i	3	Chronic noncancer Reference Exposure Level for substance i (µg/m^3)
Chronic RELi (Benzene):	3	
Chronic RELi (Diesel Exhaust):	5	Shown for informational purposes only (not used in benzene calculations)

Acute NonCancer Hazard

Threshold:	1	
Acute HQ = Maximum Hourly Concentration/Acute REL		
Acute HQ =	0.008	Acute HQ = Maximum Hourly Air Concentration (µg/m^3) / Acute REL (µg/m^3)
Maximum Hourly	0.212	Maximum Hourly Air Concentration (µg/m^3)
Acute (Benzene):	27	Acute REL (µg/m^3)
8-hour (Benzene):	3	
Chronic (Benzene):	3	

Lindsay Travel Center Project—Benzene Concentrations

AERMOD Output Files (results from actual emissions) 1-Hour and 24-Hour Results

1ST Maximum 0.21178

24-HR Maximum 0.02553

* AERMOD (23132): Op - Benzene.isc 1/11/2024
* AERMET (18081): 11:31:12AM
* MODELING OPTIONS USED: Reg DFAULT CONC ELEV FLGPOL RURAL ADJ_U*
* PLOT FILE OF HIGH 1ST HIGH 1-HR VALUES F OR SOURCE GROUP: ALL
* FOR A TOTAL OF 238 RECEPTORS.
* FORMA T: (3(1X,F13.5) ,3(1X,F8.2),3X, A5,2X,A8, 2X,A5,5X, A8,2X,I8)
* X Y AVERAGE CONC ZELEV ZHILL ZFLAG AVE GRP RANK DATE(CONC)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	RANK	DATE(CONC)
310449.95	4009662.52	0.10895	110	110	1.2	1-HR	ALL	1ST	6011918
310419.14	4009729.4	0.11149	110	110	1.2	1-HR	ALL	1ST	6010418
310388.34	4009796.28	0.11346	110	110	1.2	1-HR	ALL	1ST	8120803
310289.29	4009890.82	0.10972	110	110	1.2	1-HR	ALL	1ST	6020903
310221.05	4009918.48	0.10115	110	110	1.2	1-HR	ALL	1ST	7011207
310152.81	4009946.14	0.09496	110	110	1.2	1-HR	ALL	1ST	7121918
310480.75	4009595.64	0.10163	111	111	1.2	1-HR	ALL	1ST	6012707
310485.17	4009514.87	0.09775	111	111	1.2	1-HR	ALL	1ST	9010401
310489.58	4009434.1	0.08644	111	111	1.2	1-HR	ALL	1ST	9020404
310564.41	4009675.28	0.08326	111	111	1.2	1-HR	ALL	1ST	7121018
310518.99	4009734.86	0.08854	111	111	1.2	1-HR	ALL	1ST	6012506
310488.19	4009801.74	0.09184	110.27	110.27	1.2	1-HR	ALL	1ST	8022018
310457.38	4009868.62	0.08761	110	110	1.2	1-HR	ALL	1ST	9021602
310358.34	4009963.16	0.08629	110	110	1.2	1-HR	ALL	1ST	9012308
310290.1	4009990.82	0.0871	110	110	1.2	1-HR	ALL	1ST	8010504
310221.86	4010018.48	0.08081	110	110	1.2	1-HR	ALL	1ST	7011103
310153.62	4010046.13	0.07723	110	110	1.2	1-HR	ALL	1ST	9120404
310580.6	4009601.1	0.08046	111	111	1.2	1-HR	ALL	1ST	8020120
310585.02	4009520.33	0.08004	111	111	1.2	1-HR	ALL	1ST	9010401
310574.45	4009435.91	0.07191	111	111	1.2	1-HR	ALL	1ST	9022419
310649.65	4009673.44	0.07088	111	111	1.2	1-HR	ALL	1ST	8120204
310618.85	4009740.32	0.07301	111	111	1.2	1-HR	ALL	1ST	6011918
310588.04	4009807.2	0.07534	111	111	1.2	1-HR	ALL	1ST	8122619
310557.23	4009874.08	0.07552	111	111	1.2	1-HR	ALL	1ST	6011505
310526.43	4009940.95	0.06677	110	110	1.2	1-HR	ALL	1ST	8020424
310427.38	4010035.49	0.0727	110	110	1.2	1-HR	ALL	1ST	6011702
310359.14	4010063.15	0.07329	110	110	1.2	1-HR	ALL	1ST	9121007
310290.9	4010090.81	0.06847	110	110	1.2	1-HR	ALL	1ST	6010905
310222.66	4010118.47	0.06688	110	110	1.2	1-HR	ALL	1ST	7010304
310154.42	4010146.13	0.06165	109.01	109.01	1.2	1-HR	ALL	1ST	7012907
310680.46	4009606.56	0.06658	111	111	1.2	1-HR	ALL	1ST	8020120
310684.87	4009525.79	0.06683	111	111	1.2	1-HR	ALL	1ST	9010401
310689.29	4009445.02	0.05841	111	111	1.2	1-HR	ALL	1ST	9010106
310152.65	4009042.56	0.0843	110.07	110.07	1.2	1-HR	ALL	1ST	7021419
310227.25	4009072.67	0.08134	111	111	1.2	1-HR	ALL	1ST	8011207
310301.84	4009102.78	0.08003	111	111	1.2	1-HR	ALL	1ST	8011718
310404.72	4009208.19	0.0792	111	111	1.2	1-HR	ALL	1ST	7121317
310472.23	4009392.82	0.08673	111	111	1.2	1-HR	ALL	1ST	6121106
310078.06	4009012.45	0.07438	110	110	1.2	1-HR	ALL	1ST	7022520
309994.76	4009014.98	0.07461	110	110	1.2	1-HR	ALL	1ST	7022819
309911.47	4009017.5	0.07658	110	110	1.2	1-HR	ALL	1ST	8011719
310149.62	4008942.61	0.06975	110.16	110.16	1.2	1-HR	ALL	1ST	6121719
310224.22	4008972.72	0.0671	111	111	1.2	1-HR	ALL	1ST	6021018
310298.81	4009002.82	0.06832	111	111	1.2	1-HR	ALL	1ST	8020407
310373.41	4009032.93	0.06644	111	111	1.2	1-HR	ALL	1ST	8011718
310476.29	4009138.34	0.06538	111	111	1.2	1-HR	ALL	1ST	6020422
310504.58	4009213.65	0.06669	111	111	1.2	1-HR	ALL	1ST	9010307
310532.86	4009288.95	0.07112	111	111	1.2	1-HR	ALL	1ST	7022821
310532.8	4009387.34	0.07652	111	111	1.2	1-HR	ALL	1ST	7121306
310075.03	4008912.5	0.05917	110	110	1.2	1-HR	ALL	1ST	8121107
309991.73	4008915.02	0.05307	110	110	1.2	1-HR	ALL	1ST	7022819
309908.44	4008917.55	0.0593	110	110	1.2	1-HR	ALL	1ST	8011719
310146.59	4008842.65	0.05481	110.88	110.88	1.2	1-HR	ALL	1ST	7022520
310221.19	4008872.76	0.05841	111	111	1.2	1-HR	ALL	1ST	7021419
310295.78	4008902.87	0.05606	111	111	1.2	1-HR	ALL	1ST	6122017
310370.38	4008932.98	0.05782	111	111	1.2	1-HR	ALL	1ST	6011021
310444.97	4008963.08	0.05586	111	111	1.2	1-HR	ALL	1ST	9010224
310547.85	4009068.5	0.05614	111	111	1.2	1-HR	ALL	1ST	8021005
310576.14	4009143.8	0.05712	111	111	1.2	1-HR	ALL	1ST	6122205
310604.43	4009219.11	0.05874	111	111	1.2	1-HR	ALL	1ST	9120622
310632.71	4009294.41	0.0605	111	111	1.2	1-HR	ALL	1ST	6011121
310661	4009369.71	0.06096	111	111	1.2	1-HR	ALL	1ST	7121306

* AERMOD (23132): Op - Benzene.isc 1/11/2024
* AERMET (18081): 11:31:12AM
* MODELING OPTIONS USED: Reg DFAULT CONC ELEV FLGPOL RURAL ADJ_U*
* PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES F OR SOURCE GROUP: ALL
* FOR A TOTAL OF 238 RECEPTORS.
* FORMA T: (3(1X,F13.5) ,3(1X,F8.2),3X, A5,2X,A8, 2X,A5,5X, A8,2X,I8)
* X Y AVERAGE CONC ZELEV ZHILL ZFLAG AVE GRP RANK DATE(CONC)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	RANK	DATE(CONC)
310449.95	4009662.52	0.00883	110	110	1.2	24-HR	ALL	1ST	6010824
310419.14	4009729.4	0.00662	110	110	1.2	24-HR	ALL	1ST	7012724
310388.34	4009796.28	0.00656	110	110	1.2	24-HR	ALL	1ST	6010824
310289.29	4009890.82	0.01219	110	110	1.2	24-HR	ALL	1ST	9020924
310221.05	4009918.48	0.00747	110	110	1.2	24-HR	ALL	1ST	7122024
310152.81	4009946.14	0.00851	110	110	1.2	24-HR	ALL	1ST	8120124
310480.75	4009595.64	0.01027	111	111	1.2	24-HR	ALL	1ST	9122424
310485.17	4009514.87	0.0164	111	111	1.2	24-HR	ALL	1ST	9010424
310489.58	4009434.1	0.00848	111	111	1.2	24-HR	ALL	1ST	7123024
310564.41	4009675.28	0.00695	111	111	1.2	24-HR	ALL	1ST	6010824
310518.99	4009734.86	0.00624	111	111	1.2	24-HR	ALL	1ST	6010824
310488.19	4009801.74	0.00652	110.27	110.27	1.2	24-HR	ALL	1ST	7012724
310457.38	4009868.62	0.00463	110	110	1.2	24-HR	ALL	1ST	6010824
310358.34	4009963.16	0.00811	110	110	1.2	24-HR	ALL	1ST	9020924
310290.1	4009990.82	0.00711	110	110	1.2	24-HR	ALL	1ST	9020924
310221.86	4010018.48	0.00737	110	110	1.2	24-HR	ALL	1ST	7122024
310153.62	4010046.13	0.00605	110	110	1.2	24-HR	ALL	1ST	6041524
310580.6	4009601.1	0.0079	111	111	1.2	24-HR	ALL	1ST	9122424
310585.02	4009520.33	0.01292	111	111	1.2	24-HR	ALL	1ST	9010424
310574.45	4009435.91	0.00609	111	111	1.2	24-HR	ALL	1ST	8010724
310649.65	4009673.44	0.00665	111	111	1.2	24-HR	ALL	1ST	8120224
310618.85	4009740.32	0.00511	111	111	1.2	24-HR	ALL	1ST	6010824
310588.04	4009807.2	0.00445	111	111	1.2	24-HR	ALL	1ST	8122624
310557.23	4009874.08	0.00421	111	111	1.2	24-HR	ALL	1ST	7012724
310526.43	4009940.95	0.00355	110	110	1.2	24-HR	ALL	1ST	9012424
310427.38	4010035.49	0.00536	110	110	1.2	24-HR	ALL	1ST	9020924
310359.14	4010063.15	0.00737	110	110	1.2	24-HR	ALL	1ST	9020924
310290.9	4010090.81	0.00571	110	110	1.2	24-HR	ALL	1ST	7122024
310222.66	4010118.47	0.0057	110	110	1.2	24-HR	ALL	1ST	8120124
310154.42	4010146.13	0.00439	109.01	109.01	1.2	24-HR	ALL	1ST	6042424
310680.46	4009606.56	0.00598	111	111	1.2	24-HR	ALL	1ST	6012724
310684.87	4009525.79	0.01048	111	111	1.2	24-HR	ALL	1ST	9010424
310689.29	4009445.02	0.00411	111	111	1.2	24-HR	ALL	1ST	9010424
310152.65	4009042.56	0.0065	110.07	110.07	1.2	24-HR	ALL	1ST	8120324
310227.25	4009072.67	0.00637	111	111	1.2	24-HR	ALL	1ST	9010624
310301.84	4009102.78	0.01319	111	111	1.2	24-HR	ALL	1ST	9010624
310404.72	4009208.19	0.0064	111	111	1.2	24-HR	ALL	1ST	9010324
310472.23	4009392.82	0.01246	111	111	1.2	24-HR	ALL	1ST	7123024
310078.06	4009012.45	0.00456	110	110	1.2	24-HR	ALL	1ST	8121124
309994.76	4009014.98	0.00404	110	110	1.2	24-HR	ALL	1ST	8011624
309911.47	4009017.5	0.00437	110	110	1.2	24-HR	ALL	1ST	8011724
310149.62	4008942.61	0.00627	110.16	110.16	1.2	24-HR	ALL	1ST	8120324
310224.22	4008972.72	0.00517	111	111	1.2	24-HR	ALL	1ST	9010624
310298.81	4009002.82	0.00594	111	111	1.2	24-HR	ALL	1ST	9010624
310373.41	4009032.93	0.01001	111	111	1.2	24-HR	ALL	1ST	9010624
310476.29	4009138.34	0.00607	111	111	1.2	24-HR	ALL	1ST	9010324
310504.58	4009213.65	0.00623	111	111	1.2	24-HR	ALL	1ST	9010324
310532.86	4009288.95	0.00698	111	111	1.2	24-HR	ALL	1ST	8020424
310532.8	4009387.34	0.01111	111	111	1.2	24-HR	ALL	1ST	7123024
310075.03	4008912.5	0.00554	110	110	1.2	24-HR	ALL	1ST	8121124
309991.73	4008915.02	0.0032	110	110	1.2	24-HR	ALL	1ST	8011624
309908.44	4008917.55	0.00337	110	110	1.2	24-HR	ALL	1ST	8011724
310146.59	4008842.65	0.00426	110.88	110.88	1.2	24-HR	ALL	1ST	8120324
310221.19	4008872.76	0.00409	111	111	1.2	24-HR	ALL	1ST	8120324
310295.78	4008902.87	0.00497	111	111	1.2	24-HR	ALL	1ST	9010624
310370.38	4008932.98	0.00654	111	111	1.2	24-HR	ALL	1ST	9010624
310444.97	4008963.08	0.00804	111	111	1.2	24-HR	ALL	1ST	9010624
310547.85	4009068.5	0.00612	111	111	1.2	24-HR	ALL	1ST	9010324
310576.14	4009143.8	0.00427	111	111	1.2	24-HR	ALL	1ST	7010324
310604.43	4009219.11	0.00609	111	111	1.2	24-HR	ALL	1ST	6010724
310632.71	4009294.41	0.00544	111	111	1.2	24-HR	ALL	1ST	6011124
310661	4009369.71	0.00865	111	111	1.2	24-HR	ALL	1ST	7123024

310072	4008812.55	0.05785	110	110	1.2	1-HR	ALL	1ST	8121107	310072	4008812.55	0.00577	110	110	1.2	24-HR	ALL	1ST	8121124
309988.7	4008815.07	0.04181	110	110	1.2	1-HR	ALL	1ST	8120519	309988.7	4008815.07	0.00258	110	110	1.2	24-HR	ALL	1ST	8120524
309905.41	4008817.6	0.05014	110	110	1.2	1-HR	ALL	1ST	8012323	309905.41	4008817.6	0.00278	110	110	1.2	24-HR	ALL	1ST	8121224
309551.55	4009350.37	0.10081	109	109	1.2	1-HR	ALL	1ST	9011120	309551.55	4009350.37	0.01157	109	109	1.2	24-HR	ALL	1ST	9020624
309579.49	4009280.23	0.10384	109	109	1.2	1-HR	ALL	1ST	9121024	309579.49	4009280.23	0.00764	109	109	1.2	24-HR	ALL	1ST	9121024
309607.44	4009210.09	0.10189	109	109	1.2	1-HR	ALL	1ST	9120508	309607.44	4009210.09	0.00985	109	109	1.2	24-HR	ALL	1ST	6123024
309704.41	4009109.33	0.10442	110	110	1.2	1-HR	ALL	1ST	7121102	309704.41	4009109.33	0.00681	110	110	1.2	24-HR	ALL	1ST	9011424
309773.43	4009078.72	0.09302	110	110	1.2	1-HR	ALL	1ST	7121805	309773.43	4009078.72	0.00502	110	110	1.2	24-HR	ALL	1ST	6011824
309842.45	4009048.11	0.07468	110	110	1.2	1-HR	ALL	1ST	6011422	309842.45	4009048.11	0.00426	110	110	1.2	24-HR	ALL	1ST	9022824
309523.6	4009420.51	0.0952	108.32	108.32	1.2	1-HR	ALL	1ST	7121006	309523.6	4009420.51	0.00879	108.32	108.32	1.2	24-HR	ALL	1ST	6020324
309524.23	4009499.39	0.09245	108	108	1.2	1-HR	ALL	1ST	8121323	309524.23	4009499.39	0.01406	108	108	1.2	24-HR	ALL	1ST	9012024
309524.86	4009578.26	0.08692	108	108	1.2	1-HR	ALL	1ST	6011624	309524.86	4009578.26	0.02074	108	108	1.2	24-HR	ALL	1ST	9122424
309451.55	4009351.17	0.07909	108	108	1.2	1-HR	ALL	1ST	6121404	309451.55	4009351.17	0.00925	108	108	1.2	24-HR	ALL	1ST	9022824
309479.5	4009281.03	0.08204	108.96	108.96	1.2	1-HR	ALL	1ST	6010906	309479.5	4009281.03	0.00728	108.96	108.96	1.2	24-HR	ALL	1ST	6020824
309507.44	4009210.89	0.08258	109	109	1.2	1-HR	ALL	1ST	9011024	309507.44	4009210.89	0.0063	109	109	1.2	24-HR	ALL	1ST	9121024
309535.39	4009140.74	0.07881	109	109	1.2	1-HR	ALL	1ST	6123005	309535.39	4009140.74	0.00688	109	109	1.2	24-HR	ALL	1ST	6123024
309632.35	4009039.99	0.08352	110	110	1.2	1-HR	ALL	1ST	8012101	309632.35	4009039.99	0.00495	110	110	1.2	24-HR	ALL	1ST	9011424
309701.38	4009009.38	0.08376	110	110	1.2	1-HR	ALL	1ST	9121623	309701.38	4009009.38	0.00472	110	110	1.2	24-HR	ALL	1ST	9121624
309770.4	4008978.77	0.06682	110	110	1.2	1-HR	ALL	1ST	6011102	309770.4	4008978.77	0.00379	110	110	1.2	24-HR	ALL	1ST	6011124
309839.42	4008948.16	0.06451	110	110	1.2	1-HR	ALL	1ST	8011122	309839.42	4008948.16	0.00363	110	110	1.2	24-HR	ALL	1ST	8011124
309423.61	4009421.31	0.07521	108	108	1.2	1-HR	ALL	1ST	9120920	309423.61	4009421.31	0.00856	108	108	1.2	24-HR	ALL	1ST	7013024
309424.24	4009500.19	0.07374	108	108	1.2	1-HR	ALL	1ST	7122406	309424.24	4009500.19	0.01053	108	108	1.2	24-HR	ALL	1ST	9012024
309424.87	4009579.06	0.07086	108	108	1.2	1-HR	ALL	1ST	9011306	309424.87	4009579.06	0.01727	108	108	1.2	24-HR	ALL	1ST	9122424
309351.55	4009351.97	0.06461	108	108	1.2	1-HR	ALL	1ST	9011724	309351.55	4009351.97	0.00755	108	108	1.2	24-HR	ALL	1ST	9022824
309379.5	4009281.83	0.06703	108	108	1.2	1-HR	ALL	1ST	6022507	309379.5	4009281.83	0.00648	108	108	1.2	24-HR	ALL	1ST	9020624
309407.45	4009211.68	0.06644	109	109	1.2	1-HR	ALL	1ST	7020720	309407.45	4009211.68	0.00411	109	109	1.2	24-HR	ALL	1ST	9121024
309435.39	4009141.54	0.07085	109	109	1.2	1-HR	ALL	1ST	8121319	309435.39	4009141.54	0.00568	109	109	1.2	24-HR	ALL	1ST	6123024
309463.34	4009071.4	0.0693	109	109	1.2	1-HR	ALL	1ST	6123005	309463.34	4009071.4	0.00499	109	109	1.2	24-HR	ALL	1ST	6123024
309560.3	4008970.65	0.06824	109.85	109.85	1.2	1-HR	ALL	1ST	8022322	309560.3	4008970.65	0.00379	109.85	109.85	1.2	24-HR	ALL	1ST	6010124
309629.32	4008940.04	0.06743	110	110	1.2	1-HR	ALL	1ST	10010108	309629.32	4008940.04	0.00401	110	110	1.2	24-HR	ALL	1ST	6010524
309698.35	4008909.43	0.05363	110	110	1.2	1-HR	ALL	1ST	7123007	309698.35	4008909.43	0.00303	110	110	1.2	24-HR	ALL	1ST	7123024
309767.37	4008878.82	0.03507	110	110	1.2	1-HR	ALL	1ST	6011422	309767.37	4008878.82	0.0021	110	110	1.2	24-HR	ALL	1ST	9020424
309836.39	4008848.21	0.04847	110	110	1.2	1-HR	ALL	1ST	7022019	309836.39	4008848.21	0.0026	110	110	1.2	24-HR	ALL	1ST	7022024
309323.61	4009422.11	0.06188	108	108	1.2	1-HR	ALL	1ST	8122107	309323.61	4009422.11	0.00812	108	108	1.2	24-HR	ALL	1ST	7013024
309324.24	4009500.99	0.06108	108	108	1.2	1-HR	ALL	1ST	7122406	309324.24	4009500.99	0.00817	108	108	1.2	24-HR	ALL	1ST	9012024
309324.87	4009579.86	0.05913	108	108	1.2	1-HR	ALL	1ST	7121603	309324.87	4009579.86	0.01231	108	108	1.2	24-HR	ALL	1ST	9122424
309857.12	4009946.34	0.08551	109	109	1.2	1-HR	ALL	1ST	9010501	309857.12	4009946.34	0.00967	109	109	1.2	24-HR	ALL	1ST	9120124
309786.18	4009917.61	0.08575	109	109	1.2	1-HR	ALL	1ST	7022807	309786.18	4009917.61	0.00975	109	109	1.2	24-HR	ALL	1ST	9120124
309715.23	4009888.89	0.07402	109	109	1.2	1-HR	ALL	1ST	6012105	309715.23	4009888.89	0.00811	109	109	1.2	24-HR	ALL	1ST	8010724
309614.43	4009789.69	0.07651	108.13	108.13	1.2	1-HR	ALL	1ST	7011504	309614.43	4009789.69	0.01121	108.13	108.13	1.2	24-HR	ALL	1ST	7020224
309584.57	4009719.22	0.08072	108.04	108.04	1.2	1-HR	ALL	1ST	6120205	309584.57	4009719.22	0.01491	108.04	108.04	1.2	24-HR	ALL	1ST	9120424
309554.72	4009648.74	0.08706	108	108	1.2	1-HR	ALL	1ST	6012406	309554.72	4009648.74	0.01727	108	108	1.2	24-HR	ALL	1ST	8121924
309928.07	4009975.06	0.0834	109	109	1.2	1-HR	ALL	1ST	9022324	309928.07	4009975.06	0.00974	109	109	1.2	24-HR	ALL	1ST	7012924
310006.32	4009974.43	0.08589	109	109	1.2	1-HR	ALL	1ST	7020124	310006.32	4009974.43	0.00719	109	109	1.2	24-HR	ALL	1ST	9022724
310084.57	4009973.8	0.08875	109	109	1.2	1-HR	ALL	1ST	8020123	310084.57	4009973.8	0.00712	109	109	1.2	24-HR	ALL	1ST	6010624
309857.93	4010046.33	0.07091	109	109	1.2	1-HR	ALL	1ST	6020624	309857.93	4010046.33	0.00649	109	109	1.2	24-HR	ALL	1ST	7031924
309786.98	4010017.61	0.07161	109	109	1.2	1-HR	ALL	1ST	7012303	309786.98	4010017.61	0.01062	109	109	1.2	24-HR	ALL	1ST	9120124
309716.04	4009988.89	0.07068	108.66	108.66	1.2	1-HR	ALL	1ST	6011907	309716.04	4009988.89	0.00779	108.66	108.66	1.2	24-HR	ALL	1ST	8120624
309645.09	4009960.17	0.06065	108	108	1.2	1-HR	ALL	1ST	7011006	309645.09	4009960.17	0.00789	108	108	1.2	24-HR	ALL	1ST	8010724
309544.29	4009860.97	0.06212	108	108	1.2	1-HR	ALL	1ST	8012904	309544.29	4009860.97	0.00863	108	108	1.2	24-HR	ALL	1ST	7020224
309514.43	4009790.49	0.06499	108	108	1.2	1-HR	ALL	1ST	6021704	309514.43	4009790.49	0.00923	108	108	1.2	24-HR	ALL	1ST	8123024
309484.58	4009720.02	0.07029	108	108	1.2	1-HR	ALL	1ST	8122907	309484.58	4009720.02	0.01186	108	108	1.2	24-HR	ALL	1ST	8020924
309454.72	4009649.54	0.07144	108	108	1.2	1-HR	ALL	1ST	6122107	309454.72	4009649.54	0.01321	108	108	1.2	24-HR	ALL	1ST	8121924
309928.88	4010075.05	0.06946	109	109	1.2	1-HR	ALL	1ST	9021006	309928.88	4010075.05	0.00774	109	109	1.2	24-HR	ALL	1ST	7012924
310007.13	4010074.42	0.07121	109	109	1.2	1-HR	ALL	1ST	7020124	310007.13	4010074.42	0.00549	109	109	1.2	24-HR	ALL	1ST	7022724
310085.38	4010073.79	0.07245	109	109	1.2	1-HR	ALL	1ST	8120305	310085.38	4010073.79	0.00512	109	109	1.2	24-HR	ALL	1ST	6010624
309858.73	4010146.33	0.06065	109	109	1.2	1-HR	ALL	1ST	9122505	309858.73	4010146.33	0.00488	109	109	1.2	24-HR	ALL	1ST	7011724
309787.79	4010117.61	0.06057	108.92	108.92	1.2	1-HR	ALL	1ST	7011002	309787.79	4010117.61	0.00786	108.92	108.92	1.2	24-HR	ALL	1ST	9120124
309716.84	4010088.89	0.06048	108	108	1.2	1-HR	ALL	1ST	7022807	309716.84	4010088.89	0.00664	108	108	1.2	24-HR	ALL	1ST	6020224
309645.89	4010060.17	0.05987	108	108	1.2	1-HR	ALL	1ST	6012303	309645.89	4010060.17	0.00598	108	108	1.2	24-HR	ALL	1ST	8120624
309574.95	4010031.44	0.05056	108	108	1.2	1-HR	ALL	1ST	6123107	309574.95	4010031.44	0.00714	108	108	1.2	24-HR	ALL	1ST	9011324
309474.15	4009932.25	0.05173	108	108	1.2	1-HR	ALL	1ST	7011606	309474.15	4009932.25	0.00672	108	108	1.2	24-HR	ALL	1ST	7020224
309444.29	4009861.77	0.05371	108	108	1.2	1-HR	ALL	1ST	7022824	309444.29	4009861.77	0.00825	108	108	1.2	24-HR	ALL	1ST	6121824
309414.44	4009791.29	0.05809	108	108	1.2	1-HR	ALL	1ST	7121421	309414.44	4009791.29	0.00994	108	108	1.2	24-HR	ALL	1ST	9120424
309384.58	4009720.82	0.05954	108	108	1.2	1-HR	ALL	1ST	6012406	309384.58	4009720.82	0.01069	108	108	1.2	24-HR	ALL	1ST	8121924
309354.72	4009650.34	0.05947	108	108	1.2	1-HR	ALL	1ST	8013107	309354.72	4009650.34	0.0089	108	108	1.2	24-HR	ALL	1ST	9021824
309929.68	4010175.05	0.05962	109	109	1.2	1-HR	ALL	1ST	9021006	309929.68	4010175.05	0.00596	109	109	1.2	24-HR	ALL	1ST	7012924
310007.93	4010174.42	0.05979	109	109	1.2	1-HR	ALL	1ST	7020124	310007.93	4010174.42	0.00447	109	109	1.2	24-HR	ALL	1ST	7022724
310086.18	4010173.79	0.06112	109	109	1.2	1-HR	ALL	1ST	7012404	310086.18	4010173.79	0.00421	109	109	1.2	24-HR	ALL	1ST	7081724
309773.31	4009358.74	0.21054	109.29	109.29	1.2	1-HR	ALL	1ST	9011024	309773.31	4009358.74	0.01957	109.29	109.29	1.2	24-HR	ALL	1ST	9121024
309775.55	4009339.14	0.21178	109.94	109.94	1.2	1-HR	ALL	1ST	7010302	309775.55	4009339.14	0.02244	109.94	109.94	1.2	24-HR	ALL	1ST	6123024
310069.76	4009070.51	0.09121	110	110	1.2	1-HR	ALL	1ST	7022520	310069.76	4009070.51	0.00569	110	110	1.2	24-HR	ALL	1ST	8120324
310069.35	4009051.09	0.0812	110	110	1.2	1-HR	ALL	1ST	7022520	310069.35	4009051.09	0.00523	110	110	1.2	24-HR	ALL	1ST	8121124
310284.79	4009605.98	0.17788	110	110	1.2	1-HR	ALL	1ST	8120308	310284.79	4009605.98	0.018	110	110	1.2	24-HR	ALL	1ST	6010824
310285.27	4009583.6	0.17721	110	110	1.2	1-HR	ALL	1ST	7121018	310285.27	4009583.6	0.01767	110	110	1.2	24-HR	ALL	1ST	6010824
310339.07	4009656.92	0.14253	110	110	1.2	1-HR	ALL	1ST	8020124	310339.07	4009656.92	0.01084	110	110	1.2	24-HR	ALL	1ST	6010824
310334.31	4009644.07	0.15365	110	110	1.2	1-HR	ALL	1ST	6012506	310334.31	4009644.07	0.01285	110	110	1.2	24-HR	ALL	1ST	6010824

310336.21	4009628.35	0.14919	110	110	1.2	1-HR	ALL	1ST	8120308	310336.21	4009628.35	0.01399	110	110	1.2	24-HR	ALL	1ST	6010824
310362.39	4009644.54	0.13985	110	110	1.2	1-HR	ALL	1ST	8012621	310362.39	4009644.54	0.01231	110	110	1.2	24-HR	ALL	1ST	6010824
310328.12	4009743.56	0.14283	110	110	1.2	1-HR	ALL	1ST	8120803	310328.12	4009743.56	0.00862	110	110	1.2	24-HR	ALL	1ST	6010824
310330.5	4009711.67	0.14803	110	110	1.2	1-HR	ALL	1ST	8020506	310330.5	4009711.67	0.00995	110	110	1.2	24-HR	ALL	1ST	7012724
310335.26	4009731.66	0.14338	110	110	1.2	1-HR	ALL	1ST	8021604	310335.26	4009731.66	0.00774	110	110	1.2	24-HR	ALL	1ST	6010824
309941.43	4009885.55	0.10256	109	109	1.2	1-HR	ALL	1ST	7012906	309941.43	4009885.55	0.01205	109	109	1.2	24-HR	ALL	1ST	7012924
309927.39	4009855.73	0.10856	109	109	1.2	1-HR	ALL	1ST	6010920	309927.39	4009855.73	0.01258	109	109	1.2	24-HR	ALL	1ST	7012924
309922.72	4009865.96	0.10637	109	109	1.2	1-HR	ALL	1ST	6010920	309922.72	4009865.96	0.01184	109	109	1.2	24-HR	ALL	1ST	7012924
309350.24	4009510.31	0.06385	108	108	1.2	1-HR	ALL	1ST	8121323	309350.24	4009510.31	0.00921	108	108	1.2	24-HR	ALL	1ST	9012024
309349.68	4009471.1	0.06383	108	108	1.2	1-HR	ALL	1ST	6122307	309349.68	4009471.1	0.01043	108	108	1.2	24-HR	ALL	1ST	7013024
309349.12	4009493.51	0.06333	108	108	1.2	1-HR	ALL	1ST	7010405	309349.12	4009493.51	0.00876	108	108	1.2	24-HR	ALL	1ST	7013024
309449.52	4009801.82	0.05819	108	108	1.2	1-HR	ALL	1ST	6120205	309449.52	4009801.82	0.01022	108	108	1.2	24-HR	ALL	1ST	9120424
309469.04	4009793.24	0.05995	108	108	1.2	1-HR	ALL	1ST	7011624	309469.04	4009793.24	0.01043	108	108	1.2	24-HR	ALL	1ST	9120424
309456.66	4009783.72	0.06009	108	108	1.2	1-HR	ALL	1ST	6123002	309456.66	4009783.72	0.01117	108	108	1.2	24-HR	ALL	1ST	9120424
309571	4009898.76	0.06027	108	108	1.2	1-HR	ALL	1ST	8022301	309571	4009898.76	0.00823	108	108	1.2	24-HR	ALL	1ST	7121624
309574.33	4009975.44	0.05452	108	108	1.2	1-HR	ALL	1ST	7011323	309574.33	4009975.44	0.00753	108	108	1.2	24-HR	ALL	1ST	9011324
309550.99	4009971.63	0.05375	108	108	1.2	1-HR	ALL	1ST	6120106	309550.99	4009971.63	0.00608	108	108	1.2	24-HR	ALL	1ST	7121624
309566.61	4010018.32	0.05133	108	108	1.2	1-HR	ALL	1ST	6122406	309566.61	4010018.32	0.00759	108	108	1.2	24-HR	ALL	1ST	9011324
309875.87	4010135.99	0.06159	109	109	1.2	1-HR	ALL	1ST	8121405	309875.87	4010135.99	0.00549	109	109	1.2	24-HR	ALL	1ST	7012924
309874.25	4010146.11	0.06058	109	109	1.2	1-HR	ALL	1ST	8121405	309874.25	4010146.11	0.00537	109	109	1.2	24-HR	ALL	1ST	7012924
309959.49	4010174.85	0.0601	109	109	1.2	1-HR	ALL	1ST	9122803	309959.49	4010174.85	0.00506	109	109	1.2	24-HR	ALL	1ST	7012824
309920.18	4010184.99	0.05818	109	109	1.2	1-HR	ALL	1ST	9021006	309920.18	4010184.99	0.00623	109	109	1.2	24-HR	ALL	1ST	7012924
309926.79	4010004.63	0.07896	109	109	1.2	1-HR	ALL	1ST	7012906	309926.79	4010004.63	0.00914	109	109	1.2	24-HR	ALL	1ST	7012924
309926.79	4010015.32	0.07768	109	109	1.2	1-HR	ALL	1ST	7012906	309926.79	4010015.32	0.00893	109	109	1.2	24-HR	ALL	1ST	7012924
309873.65	4010012.37	0.07647	109	109	1.2	1-HR	ALL	1ST	7011906	309873.65	4010012.37	0.00671	109	109	1.2	24-HR	ALL	1ST	7031924
310273.55	4010092.25	0.06635	110	110	1.2	1-HR	ALL	1ST	8022420	310273.55	4010092.25	0.00628	110	110	1.2	24-HR	ALL	1ST	7122024
310280.86	4010098.98	0.06529	110	110	1.2	1-HR	ALL	1ST	6010905	310280.86	4010098.98	0.0061	110	110	1.2	24-HR	ALL	1ST	7122024
310255.71	4009988.99	0.08435	110	110	1.2	1-HR	ALL	1ST	7011207	310255.71	4009988.99	0.00617	110	110	1.2	24-HR	ALL	1ST	7122024
310277.06	4009985.19	0.08848	110	110	1.2	1-HR	ALL	1ST	8010504	310277.06	4009985.19	0.00618	110	110	1.2	24-HR	ALL	1ST	9020924
309526.19	4009779.57	0.0667	108	108	1.2	1-HR	ALL	1ST	8123007	309526.19	4009779.57	0.00972	108	108	1.2	24-HR	ALL	1ST	8123024
309562.22	4009476.04	0.10357	108.63	108.63	1.2	1-HR	ALL	1ST	7010703	309562.22	4009476.04	0.01755	108.63	108.63	1.2	24-HR	ALL	1ST	7013024
309562.51	4009485.98	0.10253	108.44	108.44	1.2	1-HR	ALL	1ST	7010405	309562.51	4009485.98	0.01578	108.44	108.44	1.2	24-HR	ALL	1ST	7013024
309563.39	4009498.86	0.10244	108.44	108.44	1.2	1-HR	ALL	1ST	8121323	309563.39	4009498.86	0.01593	108.44	108.44	1.2	24-HR	ALL	1ST	9012024
310347.57	4008942.57	0.05988	111	111	1.2	1-HR	ALL	1ST	7011418	310347.57	4008942.57	0.00549	111	111	1.2	24-HR	ALL	1ST	9010624
310203.82	4008872.67	0.05939	111	111	1.2	1-HR	ALL	1ST	7120822	310203.82	4008872.67	0.00484	111	111	1.2	24-HR	ALL	1ST	8120324
310214.37	4008901.68	0.06039	111	111	1.2	1-HR	ALL	1ST	7021419	310214.37	4008901.68	0.00419	111	111	1.2	24-HR	ALL	1ST	7120824
310562.58	4009098.08	0.05537	111	111	1.2	1-HR	ALL	1ST	6010417	310562.58	4009098.08	0.00445	111	111	1.2	24-HR	ALL	1ST	6020424
310590.81	4009113.57	0.05542	111	111	1.2	1-HR	ALL	1ST	8011519	310590.81	4009113.57	0.00421	111	111	1.2	24-HR	ALL	1ST	7010324
310576.7	4009086.38	0.05406	111	111	1.2	1-HR	ALL	1ST	6020422	310576.7	4009086.38	0.00438	111	111	1.2	24-HR	ALL	1ST	6020424
310584.27	4009099.46	0.05421	111	111	1.2	1-HR	ALL	1ST	7121317	310584.27	4009099.46	0.00386	111	111	1.2	24-HR	ALL	1ST	9031524
310570.84	4009113.57	0.05608	111	111	1.2	1-HR	ALL	1ST	7121317	310570.84	4009113.57	0.00402	111	111	1.2	24-HR	ALL	1ST	7010324
310590.47	4009139.05	0.05484	111	111	1.2	1-HR	ALL	1ST	6122205	310590.47	4009139.05	0.00407	111	111	1.2	24-HR	ALL	1ST	7010324
310557.76	4009127.34	0.05806	111	111	1.2	1-HR	ALL	1ST	8011519	310557.76	4009127.34	0.00434	111	111	1.2	24-HR	ALL	1ST	7010324
310572.91	4009186.21	0.06043	111	111	1.2	1-HR	ALL	1ST	9010307	310572.91	4009186.21	0.00498	111	111	1.2	24-HR	ALL	1ST	7123124
310591.84	4009184.49	0.05896	111	111	1.2	1-HR	ALL	1ST	9010307	310591.84	4009184.49	0.005	111	111	1.2	24-HR	ALL	1ST	7123124
310570.67	4009205.31	0.06208	111	111	1.2	1-HR	ALL	1ST	6011220	310570.67	4009205.31	0.00583	111	111	1.2	24-HR	ALL	1ST	6010724
310589.69	4009206.78	0.06033	111	111	1.2	1-HR	ALL	1ST	6010918	310589.69	4009206.78	0.00609	111	111	1.2	24-HR	ALL	1ST	6010724
310570.67	4009233.99	0.0626	111	111	1.2	1-HR	ALL	1ST	9010820	310570.67	4009233.99	0.0065	111	111	1.2	24-HR	ALL	1ST	6010724
310588.81	4009233.11	0.06191	111	111	1.2	1-HR	ALL	1ST	9010820	310588.81	4009233.11	0.00621	111	111	1.2	24-HR	ALL	1ST	8020424
310589.98	4009252.72	0.06161	111	111	1.2	1-HR	ALL	1ST	6012704	310589.98	4009252.72	0.0064	111	111	1.2	24-HR	ALL	1ST	8020424
310570.38	4009252.43	0.06475	111	111	1.2	1-HR	ALL	1ST	6012704	310570.38	4009252.43	0.00667	111	111	1.2	24-HR	ALL	1ST	8020424
310583.08	4009332.03	0.06709	111	111	1.2	1-HR	ALL	1ST	8020218	310583.08	4009332.03	0.00501	111	111	1.2	24-HR	ALL	1ST	6011524
310596.05	4009331.62	0.06497	111	111	1.2	1-HR	ALL	1ST	8020218	310596.05	4009331.62	0.00493	111	111	1.2	24-HR	ALL	1ST	6011524
310572.55	4009409.8	0.07181	111	111	1.2	1-HR	ALL	1ST	8011205	310572.55	4009409.8	0.00891	111	111	1.2	24-HR	ALL	1ST	7123024
310624.8	4009407.77	0.06567	111	111	1.2	1-HR	ALL	1ST	8010706	310624.8	4009407.77	0.00758	111	111	1.2	24-HR	ALL	1ST	7123024
310626.42	4009433.69	0.06543	111	111	1.2	1-HR	ALL	1ST	9022419	310626.42	4009433.69	0.00533	111	111	1.2	24-HR	ALL	1ST	8010724
310600.1	4009420.73	0.06904	111	111	1.2	1-HR	ALL	1ST	9020404	310600.1	4009420.73	0.00683	111	111	1.2	24-HR	ALL	1ST	7123024
310326.69	4009412.63	0.12459	110	110	1.2	1-HR	ALL	1ST	6121106	310326.69	4009412.63	0.01853	110	110	1.2	24-HR	ALL	1ST	7123024
310344.92	4009408.58	0.11748	110	110	1.2	1-HR	ALL	1ST	9012306	310344.92	4009408.58	0.01709	110	110	1.2	24-HR	ALL	1ST	7123024
310360.72	4009405.34	0.11259	110.02	110.02	1.2	1-HR	ALL	1ST	9012306	310360.72	4009405.34	0.01604	110.02	110.02	1.2	24-HR	ALL	1ST	7123024
310381.37	4009400.48	0.10649	110.71	110.71	1.2	1-HR	ALL	1ST	9012306	310381.37	4009400.48	0.01461	110.71	110.71	1.2	24-HR	ALL	1ST	7123024
310397.98	4009398.86	0.10159	111	111	1.2	1-HR	ALL	1ST	9012306	310397.98	4009398.86	0.01415	111	111	1.2	24-HR	ALL	1ST	7123024
310416.21	4009396.43	0.09712	111	111	1.2	1-HR	ALL	1ST	6121106	310416.21	4009396.43	0.01355	111	111	1.2	24-HR	ALL	1ST	7123024
310434.03	4009394.81	0.09385	111	111	1.2	1-HR	ALL	1ST	6121106	310434.03	4009394.81	0.01314	111	111	1.2	24-HR	ALL	1ST	7123024
310455.5	4009395.62	0.08998	111	111	1.2	1-HR	ALL	1ST	6121106	310455.5	4009395.62	0.01301	111	111	1.2	24-HR	ALL	1ST	7123024
310491.14	4009394	0.08338	111	111	1.2	1-HR	ALL	1ST	7121306	310491.14	4009394	0.01224	111	111	1.2	24-HR	ALL	1ST	7123024
310533.26	4009405.75	0.07675	111	111	1.2	1-HR	ALL	1ST	8011205	310533.26	4009405.75	0.01068	111	111	1.2	24-HR	ALL	1ST	7123024
310533.67	4009423.57	0.07809	111	111	1.2	1-HR	ALL	1ST	8010706	310533.67	4009423.57	0.00846	111	111	1.2	24-HR	ALL	1ST	7123024
310535.29	4009440.17	0.07771	111	111	1.2	1-HR	ALL	1ST	9022419	310535.29	4009440.17	0.00658	111	111	1.2	24-HR	ALL	1ST	8010724
310484.43	4009470.11	0.08933	111	111	1.2	1-HR	ALL	1ST	9010405	310484.43	4009470.11	0.01049	111	111	1.2	24-HR	ALL	1ST	9010424
310533.01	4009459.57	0.08036	111	111	1.2	1-HR	ALL	1ST	9010106	310533.01	4009459.57	0.00743	111	111	1.2	24-HR	ALL	1ST	9010424
310530.43	4009536.07	0.08964	111	111	1.2	1-HR	ALL	1ST	9010904	310530.43	4009536.07	0.01329	111	111	1.2	24-HR	ALL	1ST	9010424
310480.96	4009539.37	0.09565	111	111	1.2	1-HR	ALL	1ST	9010904	310480.96	4009539.37	0.01404	111	111	1.2	24-HR	ALL	1ST	9010424
310475.03	4009557.18	0.10208	111	111	1.2	1-HR	ALL	1ST	6012706	310475.03	4009557.18	0.01162	111	111	1.2	24-HR	ALL	1ST	9010424
310517.24	4009622.48	0.09014	111	111	1.2	1-HR	ALL	1ST	8120204	310517.24	4009622.48	0.0083	111	111	1.2	24-HR	ALL	1ST	8120224
310331.9	4009493.86	0.13994	110	110	1.2	1-HR	ALL	1ST	9010419	310331.9	4009493.86	0.02553	110	110	1.2	24-HR	ALL	1ST	9010424
310372.79	4009491.22	0.12559	110	110	1.2	1-HR	ALL	1ST	8122918	310372.79	4009491.22	0.02147	110	110	1.2	24-HR	ALL	1ST	9010424

310436.11	4009489.9	0.10626	111	111	1.2	1-HR	ALL	1ST	8122918	310436.11	4009489.9	0.01688	111	111	1.2	24-HR	ALL	1ST	9010424
310331.42	4009457.45	0.12323	110	110	1.2	1-HR	ALL	1ST	9010106	310331.42	4009457.45	0.01173	110	110	1.2	24-HR	ALL	1ST	9010424
310423.37	4009446.51	0.0989	111	111	1.2	1-HR	ALL	1ST	9022419	310423.37	4009446.51	0.00899	111	111	1.2	24-HR	ALL	1ST	8010724
310331.42	4009472.84	0.12954	110	110	1.2	1-HR	ALL	1ST	9010405	310331.42	4009472.84	0.01863	110	110	1.2	24-HR	ALL	1ST	9010424
310378.41	4009471.63	0.11469	110	110	1.2	1-HR	ALL	1ST	9010405	310378.41	4009471.63	0.01519	110	110	1.2	24-HR	ALL	1ST	9010424
310385.3	4009448.13	0.10882	110.26	110.26	1.2	1-HR	ALL	1ST	9022419	310385.3	4009448.13	0.01035	110.26	110.26	1.2	24-HR	ALL	1ST	7123024
310427.83	4009469.6	0.10129	111	111	1.2	1-HR	ALL	1ST	9010405	310427.83	4009469.6	0.01226	111	111	1.2	24-HR	ALL	1ST	9010424
310444.44	4009445.7	0.09424	111	111	1.2	1-HR	ALL	1ST	9022419	310444.44	4009445.7	0.0084	111	111	1.2	24-HR	ALL	1ST	8010724
310520.5	4009676.98	0.08967	111	111	1.2	1-HR	ALL	1ST	6121422	310520.5	4009676.98	0.00715	111	111	1.2	24-HR	ALL	1ST	6010824
310598.1	4009652.33	0.07876	111	111	1.2	1-HR	ALL	1ST	8120204	310598.1	4009652.33	0.0073	111	111	1.2	24-HR	ALL	1ST	8120224
310535.2	4009747.72	0.08173	111	111	1.2	1-HR	ALL	1ST	6012506	310535.2	4009747.72	0.00563	111	111	1.2	24-HR	ALL	1ST	6010824
310520.43	4009698.62	0.091	111	111	1.2	1-HR	ALL	1ST	6011918	310520.43	4009698.62	0.00687	111	111	1.2	24-HR	ALL	1ST	6010824
310519	4009650.95	0.09303	111	111	1.2	1-HR	ALL	1ST	6010820	310519	4009650.95	0.00807	111	111	1.2	24-HR	ALL	1ST	6010824
310513.28	4009599.47	0.09466	111	111	1.2	1-HR	ALL	1ST	6012707	310513.28	4009599.47	0.00958	111	111	1.2	24-HR	ALL	1ST	9122424
310529.01	4009576.59	0.08811	111	111	1.2	1-HR	ALL	1ST	8020120	310529.01	4009576.59	0.00846	111	111	1.2	24-HR	ALL	1ST	9010424
310564.23	4009550.83	0.07932	111	111	1.2	1-HR	ALL	1ST	9010904	310564.23	4009550.83	0.01098	111	111	1.2	24-HR	ALL	1ST	9010424
310579.22	4009552.45	0.07714	111	111	1.2	1-HR	ALL	1ST	9010904	310579.22	4009552.45	0.01058	111	111	1.2	24-HR	ALL	1ST	9010424
310534.65	4009554.07	0.085	111	111	1.2	1-HR	ALL	1ST	9011417	310534.65	4009554.07	0.01106	111	111	1.2	24-HR	ALL	1ST	9010424
310480.11	4009492.01	0.09673	111	111	1.2	1-HR	ALL	1ST	8122918	310480.11	4009492.01	0.01502	111	111	1.2	24-HR	ALL	1ST	9010424
310529.14	4009498.09	0.08813	111	111	1.2	1-HR	ALL	1ST	8122918	310529.14	4009498.09	0.01377	111	111	1.2	24-HR	ALL	1ST	9010424
310573.72	4009460.4	0.07408	111	111	1.2	1-HR	ALL	1ST	9010106	310573.72	4009460.4	0.00692	111	111	1.2	24-HR	ALL	1ST	9010424
310572.5	4009496.06	0.08055	111	111	1.2	1-HR	ALL	1ST	8122918	310572.5	4009496.06	0.012	111	111	1.2	24-HR	ALL	1ST	9010424
** CONCUNIT ug/m^3										** CONCUNIT ug/m^3									
** DEPUNIT g/m^2										** DEPUNIT g/m^2									

Lindsay Travel Center Project—Benzene Concentrations
AERMOD Output Files (results from actual emissions) Annual

ANNUAL
Maximum 0.0021
UTM
X Y

* AERMOD (23132): Op - Benzene.isc 1/11/2024
* AERMET (18081): 11:31:12AM
MODELING OPTIONS USED: Reg DFAULT CONC ELEV FLGPOL RURAL ADJ_U*
* PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 4 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 23 8 RECEPTORS.
* FORMA T: (3(1X,F13.5),3(1X,F8.2),2X, A6,2X,A8, 2X,I8.8, 2X,A8)
* X Y AVERAGE CONC ZELEV ZHILL ZFLAG AVE GRP NUM YRS
* _____ _____ _____ _____ _____ _____ _____ _____ _____

310449.95	4009662.52	0.00043	110	110	1.2	ANNUAL	ALL	4
310419.14	4009729.4	0.00042	110	110	1.2	ANNUAL	ALL	4
310388.34	4009796.28	0.00044	110	110	1.2	ANNUAL	ALL	4
310289.29	4009890.82	0.00052	110	110	1.2	ANNUAL	ALL	4
310221.05	4009918.48	0.00061	110	110	1.2	ANNUAL	ALL	4
310152.81	4009946.14	0.00077	110	110	1.2	ANNUAL	ALL	4
310480.75	4009595.64	0.00048	111	111	1.2	ANNUAL	ALL	4
310485.17	4009514.87	0.00055	111	111	1.2	ANNUAL	ALL	4
310489.58	4009434.1	0.00063	111	111	1.2	ANNUAL	ALL	4
310564.41	4009675.28	0.0003	111	111	1.2	ANNUAL	ALL	4
310518.99	4009734.86	0.0003	111	111	1.2	ANNUAL	ALL	4
310488.19	4009801.74	0.0003	110.27	110.27	1.2	ANNUAL	ALL	4
310457.38	4009868.62	0.00032	110	110	1.2	ANNUAL	ALL	4
310358.34	4009963.16	0.00037	110	110	1.2	ANNUAL	ALL	4
310290.1	4009990.82	0.00041	110	110	1.2	ANNUAL	ALL	4
310221.86	4010018.48	0.0005	110	110	1.2	ANNUAL	ALL	4
310153.62	4010046.13	0.00059	110	110	1.2	ANNUAL	ALL	4
310580.6	4009601.1	0.00035	111	111	1.2	ANNUAL	ALL	4
310585.02	4009520.33	0.00039	111	111	1.2	ANNUAL	ALL	4
310574.45	4009435.91	0.00046	111	111	1.2	ANNUAL	ALL	4
310649.65	4009673.44	0.00025	111	111	1.2	ANNUAL	ALL	4
310618.85	4009740.32	0.00024	111	111	1.2	ANNUAL	ALL	4
310588.04	4009807.2	0.00023	111	111	1.2	ANNUAL	ALL	4
310557.23	4009874.08	0.00023	111	111	1.2	ANNUAL	ALL	4
310526.43	4009940.95	0.00025	110	110	1.2	ANNUAL	ALL	4
310427.38	4010035.49	0.00028	110	110	1.2	ANNUAL	ALL	4
310359.14	4010063.15	0.0003	110	110	1.2	ANNUAL	ALL	4
310290.9	4010090.81	0.00035	110	110	1.2	ANNUAL	ALL	4
310222.66	4010118.47	0.00041	110	110	1.2	ANNUAL	ALL	4
310154.42	4010146.13	0.00048	109.01	109.01	1.2	ANNUAL	ALL	4
310680.46	4009606.56	0.00027	111	111	1.2	ANNUAL	ALL	4
310684.87	4009525.79	0.00029	111	111	1.2	ANNUAL	ALL	4
310689.29	4009445.02	0.00033	111	111	1.2	ANNUAL	ALL	4
310152.65	4009042.56	0.00059	110.07	110.07	1.2	ANNUAL	ALL	4
310227.25	4009072.67	0.00071	111	111	1.2	ANNUAL	ALL	4
310301.84	4009102.78	0.00077	111	111	1.2	ANNUAL	ALL	4
310404.72	4009208.19	0.00078	111	111	1.2	ANNUAL	ALL	4
310472.23	4009392.82	0.00072	111	111	1.2	ANNUAL	ALL	4
310078.06	4009012.45	0.0004	110	110	1.2	ANNUAL	ALL	4
309994.76	4009014.98	0.0003	110	110	1.2	ANNUAL	ALL	4
309911.47	4009017.5	0.00024	110	110	1.2	ANNUAL	ALL	4
310149.62	4008942.61	0.00039	110.16	110.16	1.2	ANNUAL	ALL	4
310224.22	4008972.72	0.00047	111	111	1.2	ANNUAL	ALL	4
310298.81	4009002.82	0.00055	111	111	1.2	ANNUAL	ALL	4
310373.41	4009032.93	0.00056	111	111	1.2	ANNUAL	ALL	4
310476.29	4009138.34	0.00056	111	111	1.2	ANNUAL	ALL	4
310504.58	4009213.65	0.00058	111	111	1.2	ANNUAL	ALL	4
310532.86	4009288.95	0.00056	111	111	1.2	ANNUAL	ALL	4
310532.8	4009387.34	0.00057	111	111	1.2	ANNUAL	ALL	4
310075.03	4008912.5	0.00027	110	110	1.2	ANNUAL	ALL	4
309991.73	4008915.02	0.00021	110	110	1.2	ANNUAL	ALL	4
309908.44	4008917.55	0.00018	110	110	1.2	ANNUAL	ALL	4
310146.59	4008842.65	0.00026	110.88	110.88	1.2	ANNUAL	ALL	4
310221.19	4008872.76	0.00034	111	111	1.2	ANNUAL	ALL	4
310295.78	4008902.87	0.00038	111	111	1.2	ANNUAL	ALL	4
310370.38	4008932.98	0.00043	111	111	1.2	ANNUAL	ALL	4
310444.97	4008963.08	0.00043	111	111	1.2	ANNUAL	ALL	4
310547.85	4009068.5	0.00043	111	111	1.2	ANNUAL	ALL	4
310576.14	4009143.8	0.00044	111	111	1.2	ANNUAL	ALL	4
310604.43	4009219.11	0.00044	111	111	1.2	ANNUAL	ALL	4
310632.71	4009294.41	0.00042	111	111	1.2	ANNUAL	ALL	4
310661	4009369.71	0.00039	111	111	1.2	ANNUAL	ALL	4
310072	4008812.55	0.00019	110	110	1.2	ANNUAL	ALL	4
309988.7	4008815.07	0.00016	110	110	1.2	ANNUAL	ALL	4
309905.41	4008817.6	0.00014	110	110	1.2	ANNUAL	ALL	4
309551.55	4009350.37	0.00044	109	109	1.2	ANNUAL	ALL	4
309579.49	4009280.23	0.0003	109	109	1.2	ANNUAL	ALL	4
309607.44	4009210.09	0.00024	109	109	1.2	ANNUAL	ALL	4
309704.41	4009109.33	0.00021	110	110	1.2	ANNUAL	ALL	4
309773.43	4009078.72	0.00021	110	110	1.2	ANNUAL	ALL	4
309842.45	4009048.11	0.00023	110	110	1.2	ANNUAL	ALL	4

309523.6	4009420.51	0.00075	108.32	108.32	1.2 ANNUAL	ALL	4
309524.23	4009499.39	0.00127	108	108	1.2 ANNUAL	ALL	4
309524.86	4009578.26	0.00177	108	108	1.2 ANNUAL	ALL	4
309451.55	4009351.17	0.0004	108	108	1.2 ANNUAL	ALL	4
309479.5	4009281.03	0.00025	108.96	108.96	1.2 ANNUAL	ALL	4
309507.44	4009210.89	0.0002	109	109	1.2 ANNUAL	ALL	4
309535.39	4009140.74	0.00017	109	109	1.2 ANNUAL	ALL	4
309632.35	4009039.99	0.00016	110	110	1.2 ANNUAL	ALL	4
309701.38	4009009.38	0.00015	110	110	1.2 ANNUAL	ALL	4
309770.4	4008978.77	0.00016	110	110	1.2 ANNUAL	ALL	4
309839.42	4008948.16	0.00017	110	110	1.2 ANNUAL	ALL	4
309423.61	4009421.31	0.0006	108	108	1.2 ANNUAL	ALL	4
309424.24	4009500.19	0.00091	108	108	1.2 ANNUAL	ALL	4
309424.87	4009579.06	0.00128	108	108	1.2 ANNUAL	ALL	4
309351.55	4009351.97	0.00035	108	108	1.2 ANNUAL	ALL	4
309379.5	4009281.83	0.00023	108	108	1.2 ANNUAL	ALL	4
309407.45	4009211.68	0.00018	109	109	1.2 ANNUAL	ALL	4
309435.39	4009141.54	0.00015	109	109	1.2 ANNUAL	ALL	4
309463.34	4009071.4	0.00013	109	109	1.2 ANNUAL	ALL	4
309560.3	4008970.65	0.00012	109.85	109.85	1.2 ANNUAL	ALL	4
309629.32	4008940.04	0.00012	110	110	1.2 ANNUAL	ALL	4
309698.35	4008909.43	0.00012	110	110	1.2 ANNUAL	ALL	4
309767.37	4008878.82	0.00012	110	110	1.2 ANNUAL	ALL	4
309836.39	4008848.21	0.00014	110	110	1.2 ANNUAL	ALL	4
309323.61	4009422.11	0.00049	108	108	1.2 ANNUAL	ALL	4
309324.24	4009500.99	0.00068	108	108	1.2 ANNUAL	ALL	4
309324.87	4009579.86	0.00097	108	108	1.2 ANNUAL	ALL	4
309857.12	4009946.34	0.00141	109	109	1.2 ANNUAL	ALL	4
309786.18	4009917.61	0.00154	109	109	1.2 ANNUAL	ALL	4
309715.23	4009888.89	0.00153	109	109	1.2 ANNUAL	ALL	4
309614.43	4009789.69	0.00159	108.13	108.13	1.2 ANNUAL	ALL	4
309584.57	4009719.22	0.00181	108.04	108.04	1.2 ANNUAL	ALL	4
309554.72	4009648.74	0.00197	108	108	1.2 ANNUAL	ALL	4
309928.07	4009975.06	0.00127	109	109	1.2 ANNUAL	ALL	4
310006.32	4009974.43	0.00116	109	109	1.2 ANNUAL	ALL	4
310084.57	4009973.8	0.00091	109	109	1.2 ANNUAL	ALL	4
309857.93	4010046.33	0.00101	109	109	1.2 ANNUAL	ALL	4
309786.98	4010017.61	0.00109	109	109	1.2 ANNUAL	ALL	4
309716.04	4009988.89	0.00116	108.66	108.66	1.2 ANNUAL	ALL	4
309645.09	4009960.17	0.00111	108	108	1.2 ANNUAL	ALL	4
309544.29	4009860.97	0.00115	108	108	1.2 ANNUAL	ALL	4
309514.43	4009790.49	0.00128	108	108	1.2 ANNUAL	ALL	4
309484.58	4009720.02	0.00145	108	108	1.2 ANNUAL	ALL	4
309454.72	4009649.54	0.00146	108	108	1.2 ANNUAL	ALL	4
309928.88	4010075.05	0.00092	109	109	1.2 ANNUAL	ALL	4
310007.13	4010074.42	0.00084	109	109	1.2 ANNUAL	ALL	4
310085.38	4010073.79	0.00068	109	109	1.2 ANNUAL	ALL	4
309858.73	4010146.33	0.00076	109	109	1.2 ANNUAL	ALL	4
309787.79	4010117.61	0.00081	108.92	108.92	1.2 ANNUAL	ALL	4
309716.84	4010088.89	0.00089	108	108	1.2 ANNUAL	ALL	4
309645.89	4010060.17	0.0009	108	108	1.2 ANNUAL	ALL	4
309574.95	4010031.44	0.00085	108	108	1.2 ANNUAL	ALL	4
309474.15	4009932.25	0.00088	108	108	1.2 ANNUAL	ALL	4
309444.29	4009861.77	0.00097	108	108	1.2 ANNUAL	ALL	4
309414.44	4009791.29	0.00108	108	108	1.2 ANNUAL	ALL	4
309384.58	4009720.82	0.00115	108	108	1.2 ANNUAL	ALL	4
309354.72	4009650.34	0.00111	108	108	1.2 ANNUAL	ALL	4
309929.68	4010175.05	0.0007	109	109	1.2 ANNUAL	ALL	4
310007.93	4010174.42	0.00064	109	109	1.2 ANNUAL	ALL	4
310086.18	4010173.79	0.00053	109	109	1.2 ANNUAL	ALL	4
309773.31	4009358.74	0.00077	109.29	109.29	1.2 ANNUAL	ALL	4
309775.55	4009339.14	0.00067	109.94	109.94	1.2 ANNUAL	ALL	4
310069.76	4009070.51	0.00052	110	110	1.2 ANNUAL	ALL	4
310069.35	4009051.09	0.00047	110	110	1.2 ANNUAL	ALL	4
310284.79	4009605.98	0.00101	110	110	1.2 ANNUAL	ALL	4
310285.27	4009583.6	0.00111	110	110	1.2 ANNUAL	ALL	4
310339.07	4009656.92	0.00066	110	110	1.2 ANNUAL	ALL	4
310334.31	4009644.07	0.0007	110	110	1.2 ANNUAL	ALL	4
310336.21	4009628.35	0.00073	110	110	1.2 ANNUAL	ALL	4
310362.39	4009644.54	0.00062	110	110	1.2 ANNUAL	ALL	4
310328.12	4009743.56	0.0006	110	110	1.2 ANNUAL	ALL	4
310330.5	4009711.67	0.00062	110	110	1.2 ANNUAL	ALL	4
310335.26	4009731.66	0.00059	110	110	1.2 ANNUAL	ALL	4
309941.43	4009885.55	0.00182	109	109	1.2 ANNUAL	ALL	4
309927.39	4009855.73	0.0021	109	109	1.2 ANNUAL	ALL	4
309922.72	4009865.96	0.002	109	109	1.2 ANNUAL	ALL	4
309350.24	4009510.31	0.00077	108	108	1.2 ANNUAL	ALL	4
309349.68	4009471.1	0.00065	108	108	1.2 ANNUAL	ALL	4
309349.12	4009493.51	0.00071	108	108	1.2 ANNUAL	ALL	4
309449.52	4009801.82	0.00112	108	108	1.2 ANNUAL	ALL	4
309469.04	4009793.24	0.00118	108	108	1.2 ANNUAL	ALL	4
309456.66	4009783.72	0.00118	108	108	1.2 ANNUAL	ALL	4
309571	4009898.76	0.00111	108	108	1.2 ANNUAL	ALL	4
309574.33	4009975.44	0.00094	108	108	1.2 ANNUAL	ALL	4
309550.99	4009971.63	0.00092	108	108	1.2 ANNUAL	ALL	4
309566.61	4010018.32	0.00086	108	108	1.2 ANNUAL	ALL	4
309875.87	4010135.99	0.00078	109	109	1.2 ANNUAL	ALL	4

309874.25	4010146.11	0.00076	109	109	1.2 ANNUAL	ALL	4
309959.49	4010174.85	0.00069	109	109	1.2 ANNUAL	ALL	4
309920.18	4010184.99	0.00068	109	109	1.2 ANNUAL	ALL	4
309926.79	4010004.63	0.00115	109	109	1.2 ANNUAL	ALL	4
309926.79	4010015.32	0.00111	109	109	1.2 ANNUAL	ALL	4
309873.65	4010012.37	0.00113	109	109	1.2 ANNUAL	ALL	4
310273.55	4010092.25	0.00037	110	110	1.2 ANNUAL	ALL	4
310280.86	4010098.98	0.00036	110	110	1.2 ANNUAL	ALL	4
310255.71	4009988.99	0.00046	110	110	1.2 ANNUAL	ALL	4
310277.06	4009985.19	0.00043	110	110	1.2 ANNUAL	ALL	4
309526.19	4009779.57	0.00135	108	108	1.2 ANNUAL	ALL	4
309562.22	4009476.04	0.00126	108.63	108.63	1.2 ANNUAL	ALL	4
309562.51	4009485.98	0.00135	108.44	108.44	1.2 ANNUAL	ALL	4
309563.39	4009498.86	0.00149	108.44	108.44	1.2 ANNUAL	ALL	4
310347.57	4008942.57	0.00045	111	111	1.2 ANNUAL	ALL	4
310203.82	4008872.67	0.00033	111	111	1.2 ANNUAL	ALL	4
310214.37	4008901.68	0.00037	111	111	1.2 ANNUAL	ALL	4
310562.58	4009098.08	0.00043	111	111	1.2 ANNUAL	ALL	4
310590.81	4009113.57	0.00041	111	111	1.2 ANNUAL	ALL	4
310576.7	4009086.38	0.00041	111	111	1.2 ANNUAL	ALL	4
310584.27	4009099.46	0.00041	111	111	1.2 ANNUAL	ALL	4
310570.84	4009113.57	0.00043	111	111	1.2 ANNUAL	ALL	4
310590.47	4009139.05	0.00043	111	111	1.2 ANNUAL	ALL	4
310557.76	4009127.34	0.00045	111	111	1.2 ANNUAL	ALL	4
310572.91	4009186.21	0.00047	111	111	1.2 ANNUAL	ALL	4
310591.84	4009184.49	0.00045	111	111	1.2 ANNUAL	ALL	4
310570.67	4009205.31	0.00048	111	111	1.2 ANNUAL	ALL	4
310589.69	4009206.78	0.00046	111	111	1.2 ANNUAL	ALL	4
310570.67	4009233.99	0.00049	111	111	1.2 ANNUAL	ALL	4
310588.81	4009233.11	0.00046	111	111	1.2 ANNUAL	ALL	4
310589.98	4009252.72	0.00047	111	111	1.2 ANNUAL	ALL	4
310570.38	4009252.43	0.00049	111	111	1.2 ANNUAL	ALL	4
310583.08	4009332.03	0.00049	111	111	1.2 ANNUAL	ALL	4
310596.05	4009331.62	0.00047	111	111	1.2 ANNUAL	ALL	4
310572.55	4009409.8	0.00049	111	111	1.2 ANNUAL	ALL	4
310624.8	4009407.77	0.00041	111	111	1.2 ANNUAL	ALL	4
310626.42	4009433.69	0.0004	111	111	1.2 ANNUAL	ALL	4
310600.1	4009420.73	0.00044	111	111	1.2 ANNUAL	ALL	4
310326.69	4009412.63	0.00141	110	110	1.2 ANNUAL	ALL	4
310344.92	4009408.58	0.00128	110	110	1.2 ANNUAL	ALL	4
310360.72	4009405.34	0.00118	110.02	110.02	1.2 ANNUAL	ALL	4
310381.37	4009400.48	0.00106	110.71	110.71	1.2 ANNUAL	ALL	4
310397.98	4009398.86	0.00098	111	111	1.2 ANNUAL	ALL	4
310416.21	4009396.43	0.0009	111	111	1.2 ANNUAL	ALL	4
310434.03	4009394.81	0.00084	111	111	1.2 ANNUAL	ALL	4
310455.5	4009395.62	0.00076	111	111	1.2 ANNUAL	ALL	4
310491.14	4009394	0.00066	111	111	1.2 ANNUAL	ALL	4
310533.26	4009405.75	0.00056	111	111	1.2 ANNUAL	ALL	4
310533.67	4009423.57	0.00054	111	111	1.2 ANNUAL	ALL	4
310535.29	4009440.17	0.00053	111	111	1.2 ANNUAL	ALL	4
310484.43	4009470.11	0.00061	111	111	1.2 ANNUAL	ALL	4
310533.01	4009459.57	0.00052	111	111	1.2 ANNUAL	ALL	4
310530.43	4009536.07	0.00045	111	111	1.2 ANNUAL	ALL	4
310480.96	4009539.37	0.00053	111	111	1.2 ANNUAL	ALL	4
310475.03	4009557.18	0.00053	111	111	1.2 ANNUAL	ALL	4
310517.24	4009622.48	0.0004	111	111	1.2 ANNUAL	ALL	4
310331.9	4009493.86	0.00118	110	110	1.2 ANNUAL	ALL	4
310372.79	4009491.22	0.00095	110	110	1.2 ANNUAL	ALL	4
310436.11	4009489.9	0.00071	111	111	1.2 ANNUAL	ALL	4
310331.42	4009457.45	0.00129	110	110	1.2 ANNUAL	ALL	4
310423.37	4009446.51	0.00082	111	111	1.2 ANNUAL	ALL	4
310331.42	4009472.84	0.00125	110	110	1.2 ANNUAL	ALL	4
310378.41	4009471.63	0.00097	110	110	1.2 ANNUAL	ALL	4
310385.3	4009448.13	0.00098	110.26	110.26	1.2 ANNUAL	ALL	4
310427.83	4009469.6	0.00077	111	111	1.2 ANNUAL	ALL	4
310444.44	4009445.7	0.00075	111	111	1.2 ANNUAL	ALL	4
310520.5	4009676.98	0.00034	111	111	1.2 ANNUAL	ALL	4
310598.1	4009652.33	0.0003	111	111	1.2 ANNUAL	ALL	4
310535.2	4009747.72	0.00028	111	111	1.2 ANNUAL	ALL	4
310520.43	4009698.62	0.00032	111	111	1.2 ANNUAL	ALL	4
310519	4009650.95	0.00036	111	111	1.2 ANNUAL	ALL	4
310513.28	4009599.47	0.00043	111	111	1.2 ANNUAL	ALL	4
310529.01	4009576.59	0.00043	111	111	1.2 ANNUAL	ALL	4
310564.23	4009550.83	0.00039	111	111	1.2 ANNUAL	ALL	4
310579.22	4009552.45	0.00037	111	111	1.2 ANNUAL	ALL	4
310534.65	4009554.07	0.00043	111	111	1.2 ANNUAL	ALL	4
310480.11	4009492.01	0.00059	111	111	1.2 ANNUAL	ALL	4
310529.14	4009498.09	0.00049	111	111	1.2 ANNUAL	ALL	4
310573.72	4009460.4	0.00045	111	111	1.2 ANNUAL	ALL	4
310572.5	4009496.06	0.00042	111	111	1.2 ANNUAL	ALL	4

** CONCUNIT ug/m^3
** DEPUNIT g/m^2

ATTACHMENT C
Energy Consumption Calculations

Lindsay Travel Center Project—Energy Consumption Summary

Summary of Energy Use During Construction		(Annually)
Construction vehicle fuel	3,826	gallons (gasoline, diesel)
Construction equipment fuel	12,829	gallons (diesel)
Construction office trailer electricity	20,951	kilowatt hours

Summary of Energy Use During Proposed Operations		(Annually)
Operational vehicle fuel consumption	1,333,061	gallons (gasoline, diesel)
Operational natural gas consumption	591,126	kilo-British Thermal Units
Operational electricity consumption	725,250	kilowatt hours

Construction Vehicle Fuel Calculations (Page 1 of 2)

California Air Resource Board (CARB). EMFAC2021 Web Database. Website: https://arb.ca.gov/emfac/emissions-inventory. Accessed December 2023.

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VMT = Vehicle Miles Traveled
FE = Fuel Economy

Given									*Calculations*	
Region	Calendar Year	Vehicle Class	Model Year	Speed		Population	VMT (mi/day)	Fuel Consumption (1000 gallons/day)	FE (mi/gallon)	VMT*FE
Tulare (SJV)	2024	HHDT	Aggregate	Aggregate	Gasoline	0.77933665	37.07212	0.010342608	3.58440762	132.881606
Tulare (SJV)	2024	HHDT	Aggregate	Aggregate	Diesel	5376.747763	746360.2	125.2227059	5.96026223	4448502.29
Tulare (SJV)	2024	LDA	Aggregate	Aggregate	Gasoline	158223.9536	6564399	217.9503163	30.1187844	197711706
Tulare (SJV)	2024	LDA	Aggregate	Aggregate	Diesel	359.7791844	11427.5	0.260720464	43.8304502	500872.263
Tulare (SJV)	2024	LDT1	Aggregate	Aggregate	Gasoline	15208.02808	501766.4	20.47746002	24.5033503	12294957.2
Tulare (SJV)	2024	LDT1	Aggregate	Aggregate	Diesel	9.512365454	157.9271	0.006179901	25.5549507	4035.81811
Tulare (SJV)	2024	LDT2	Aggregate	Aggregate	Gasoline	69118.42037	2784414	114.7335565	24.2685223	67573610.1
Tulare (SJV)	2024	LDT2	Aggregate	Aggregate	Diesel	177.9591413	7851.285	0.232582017	33.7570609	265036.316
Tulare (SJV)	2024	LHDT1	Aggregate	Aggregate	Gasoline	7112.717281	252436.5	27.13505655	9.30296393	2348407.21
Tulare (SJV)	2024	LHDT1	Aggregate	Aggregate	Diesel	8035.272749	285636	18.07147636	15.8059008	4514733.67
Tulare (SJV)	2024	LHDT2	Aggregate	Aggregate	Gasoline	1081.046628	37535.93	4.566392691	8.22004015	308546.862
Tulare (SJV)	2024	LHDT2	Aggregate	Aggregate	Diesel	2738.705526	99889.53	7.66820855	13.026449	1301205.83
Tulare (SJV)	2024	MDV	Aggregate	Aggregate	Gasoline	76757.45305	2813741	145.4498692	19.3450902	54432070.2
Tulare (SJV)	2024	MDV	Aggregate	Aggregate	Diesel	1201.269385	47857.95	1.963622376	24.3722793	1166407.4
Tulare (SJV)	2024	MHDT	Aggregate	Aggregate	Gasoline	386.2093164	18095.21	3.850685638	4.69921774	85033.3332
Tulare (SJV)	2024	MHDT	Aggregate	Aggregate	Diesel	4025.767481	189979.3	21.84238522	8.69773748	1652390.36

Worker
Weighted Average Fuel Economy 26.2298783

Vendor
Weighted Average Fuel Economy 8.9933898

Haul
Weighted Average Fuel Economy 5.96014422

Construction Vehicle Fuel Calculations (Page 2 of 2)

Construction Schedule

Source: CalEEMod Output

Lindsay Travel Center Project

CalEEMod Run	Phase Name	Start Date	End Date	Num Days Week	Num Days
Project Construction	Demolition	3/1/2024	3/29/2024	5	20
Project Construction	Site Preparation	3/30/2024	4/13/2024	5	10
Project Construction	Grading	4/14/2024	5/12/2024	5	20
Project Construction	Building Construction	5/13/2024	3/31/2025	5	230
Project Construction	Paving	4/1/2025	4/29/2025	5	20
Project Construction	Architectural Coating	4/30/2025	5/28/2025	5	20

Construction Trips and VMT

	Trips per Day			Construction Trip Length in Miles				Trips per Phase			VMT per Phase			Fuel Consumption (gallons)		
Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Number of Days per Phase	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips
Demolition	15.00	4.00	3.05	7.70	6.80	20	20	300	80	61	2,310	544	1,220	88.07	60.49	204.69
Site Preparation	17.50	4.00	0.00	7.70	6.80	20	10	175	40	0	1,348	272	0	51.37	30.24	0.00
Grading	15.00	4.00	31.25	7.70	6.80	20	20	300	80	625	2,310	544	12,500	88.07	60.49	2,097.26
Building Construction	6.59	2.78	0.00	7.70	6.80	20	230	1,516	639	0	11,671	4,348	0	444.95	483.46	0.00
Paving	15.00	4.00	0.00	7.70	6.80	20	20	300	80	0	2,310	544	0	88.07	60.49	0.00
Architectural Coating	1.30	4.00	0.00	7.70	6.80	20	20	26	80	0	200	544	0	7.63	60.49	0.00

Total Project Construction VMT (miles)

40,665

Total Project Fuel Consumption (gallons)

3,826

Construction Equipment Fuel Calculation (Page 1 of 2)

Source: CalEEMod Output
Lindsay Travel Center Project

Construction Schedule

Construction Area	Phase Type	Start Date	End Date	Days /Week	Num Days
Project Construction	Demolition	3/1/2024	3/29/2024	5	20
Project Construction	Site Preparation	3/30/2024	4/13/2024	5	10
Project Construction	Grading	4/14/2024	5/12/2024	5	20
Project Construction	Building Construction	5/13/2024	3/31/2025	5	230
Project Construction	Paving	4/1/2025	4/29/2025	5	20
Project Construction	Architectural Coating	4/30/2025	5/28/2025	5	20

Construction Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of Days	HP Hours	Fuel (gallons/HP-hour)	Diesel Fuel Usage
Demolition	Rubber Tired Dozers	2	8	367	0.40	20	46,976.00	0.02051	963.63
Demolition	Excavators	3	8	36	0.38	20	6,566.40	0.01976	129.73
Demolition	Concrete/Industrial Saws	1	8	33	0.73	20	3,854.40	0.04174	160.88
Site Preparation	Rubber Tired Dozers	3	8	367	0.40	10	35,232.00	0.02051	722.72
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37	10	9,945.60	0.01903	189.23
Grading	Graders	1	8	148	0.41	20	9,708.80	0.02121	205.97
Grading	Excavators	1	8	36	0.38	20	2,188.80	0.01976	43.24
Grading	Tractors/Loaders/Backhoes	3	8	84	0.37	20	14,918.40	0.01903	283.85
Grading	Rubber Tired Dozers	1	8	367	0.40	20	23,488.00	0.02051	481.82
Building Construction	Cranes	1	7	367	0.29	230	171,352.30	0.01488	2,550.55
Building Construction	Forklifts	3	8	82	0.20	230	90,528.00	0.02080	1,883.41
Building Construction	Generator Sets	1	8	14	0.74	230	19,062.40	0.04236	807.44
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37	230	150,116.40	0.01903	2,856.20
Building Construction	Welders	1	8	46	0.45	230	38,088.00	0.02585	984.42
Paving	Pavers	2	8	81	0.42	20	10,886.40	0.02153	234.35
Paving	Paving Equipment	2	8	89	0.36	20	10,252.80	0.01833	187.96
Paving	Rollers	2	8	36	0.38	20	4,377.60	0.01940	84.94
Architectural Coating	Air Compressors	1	6	37	0.48	20	2,131.20	0.02755	58.72

Total Construction Equipment Fuel Consumption (gallons) **12,829.08**

Notes:
Equipment assumptions are provided in the CalEEMod output files.
Source of usage estimates: California Air Resource Board (CARB). 2022. OFFROAD2017 (v1.0.1) Emissions Inventory
Website: https://www.arb.ca.gov/orion/. Accessed December 2023.

Construction Equipment Fuel Calculation (Page 2 of 2)

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: County
Region: Tulare
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	Vehicle Class	Model Year	HP_Bin	Fuel	Fuel (gallons/year)	Horsepower Hours (HP-hours/year)	Fuel (gallons/HP-hour)
Tulare	Construction and Mining - Cranes	Aggregated	300	Diesel	52657.02	3537623.55	0.014884857
Tulare	Construction and Mining - Excavators	Aggregated	175	Diesel	156561.57	7924249.90	0.019757273
Tulare	Construction and Mining - Graders	Aggregated	175	Diesel	95622.49	4507357.53	0.021214755
Tulare	Construction and Mining - Misc - Cement And Mortar Mixers	Aggregated	25	Diesel	518.30	16275.35	0.031845705
Tulare	Construction and Mining - Misc - Concrete/Industrial Saws	Aggregated	50	Diesel	266.45	6383.85	0.041738136
Tulare	Construction and Mining - Pavers	Aggregated	175	Diesel	20697.10	961439.23	0.021527205
Tulare	Construction and Mining - Paving Equipment	Aggregated	175	Diesel	8797.73	479896.07	0.018332574
Tulare	Construction and Mining - Rollers	Aggregated	100	Diesel	49945.72	2573962.80	0.019404212
Tulare	Construction and Mining - Rough Terrain Forklifts	Aggregated	100	Diesel	128035.04	6154134.12	0.020804721
Tulare	Construction and Mining - Rubber Tired Dozers	Aggregated	300	Diesel	6934.53	338050.60	0.020513278
Tulare	Construction and Mining - Scrapers	Aggregated	300	Diesel	57538.00	2311993.76	0.024886746
Tulare	Construction and Mining - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	84418.90	4436891.50	0.019026586
Tulare	Light Commercial - Misc - Air Compressors	Aggregated	50	Diesel	8584.80	311560.35	0.027554212
Tulare	Light Commercial - Misc - Generator Sets	Aggregated	50	Diesel	23662.95	558647.10	0.042357599
Tulare	Light Commercial - Misc - Welders	Aggregated	50	Diesel	39441.90	1526043.10	0.025845862

Construction Office Electricity Calculation

Energy Appendix: CalEEMod Typical Construction Trailer
Typical Construction Trailer - Tulare County, Annual

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	16,881	204	0.0330	0.0040	28,756

kWh/yr = kilowatt hours per year

Energy by Land Use - Electricity

Annual	16,881	kWh/yr
Total Over Construction	**20,951**	**kWh**

Total Construction Schedule

Start	3/1/2024
End	5/28/2025
Total Calendar Days	453
Years	1.24

Lindsay Travel Center Project Operational Fuel Calculation—Project-generated Operational Trips

California Air Resource Board (CARB). EMFAC2021. Website: https://arb.ca.gov/emfac/emissions-inventory/. Accessed December 2023.

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VMT = Vehicle Miles Traveled
FE = Fuel Economy

				Given						*Calculations*	
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption		FE	VMT*FE
Tulare (SJV)	2025	LDA	Aggregate	Aggregate	Gasoline	158383.6526	6597847.024	214.7121908		30.7287956	202743892.6
Tulare (SJV)	2025	LDA	Aggregate	Aggregate	Diesel	336.646802	10658.85821	0.240235043		44.36845716	472917.0941
										Total VMT	**6608505.882**
									Weighted Average Fuel Economy		**30.75079501**
Tulare (SJV)	2025	LDT1	Aggregate	Aggregate	Gasoline	14635.84692	489241.989	19.57271517		24.99612265	12229152.76
Tulare (SJV)	2025	LDT1	Aggregate	Aggregate	Diesel	8.553106161	139.4658985	0.00545544		25.5645539	3565.38348
Tulare (SJV)	2025	LDT2	Aggregate	Aggregate	Gasoline	70401.77849	2858837.758	114.75899		24.91166713	71218414.59
Tulare (SJV)	2025	LDT2	Aggregate	Aggregate	Diesel	190.1891965	8409.62654	0.243310875		34.56329902	290664.4368
Tulare (SJV)	2025	MDV	Aggregate	Aggregate	Gasoline	74688.98074	2740884.28	139.013255		19.71671176	54041225.33
Tulare (SJV)	2025	MDV	Aggregate	Aggregate	Diesel	1184.56415	46375.99137	1.884523193		24.60887271	1141260.868
										Total VMT	**6143889.111**
									Weighted Average Fuel Economy		**22.61178235**
Tulare (SJV)	2025	LHDT1	Aggregate	Aggregate	Gasoline	6884.959672	246926.6921	26.09190058		9.463729608	2336847.447
Tulare (SJV)	2025	LHDT1	Aggregate	Aggregate	Diesel	7761.23899	273238.7946	17.26513934		15.82604051	4324288.231
Tulare (SJV)	2025	LHDT2	Aggregate	Aggregate	Gasoline	1042.248419	36162.82577	4.345501819		8.32189866	300943.3713
Tulare (SJV)	2025	LHDT2	Aggregate	Aggregate	Diesel	2683.376732	96995.88589	7.413099268		13.08439054	1269132.051
Tulare (SJV)	2025	MHDT	Aggregate	Aggregate	Gasoline	373.3438439	17984.27731	3.775209938		4.763782042	85673.17728
Tulare (SJV)	2025	MHDT	Aggregate	Aggregate	Diesel	4136.529716	192794.1205	22.02344948		8.754038314	1687727.118
										Total VMT	**864102.5961**
									Weighted Average Fuel Economy		**11.5780365**
Tulare (SJV)	2025	HHDT	Aggregate	Aggregate	Gasoline	0.558891999	36.18385712	0.009506877		3.806071857	137.7183602
Tulare (SJV)	2025	HHDT	Aggregate	Aggregate	Diesel	5509.791036	753668.2715	124.4842508		6.054326282	4562953.624
										Total VMT	**753704.4553**
									Weighted Average Fuel Economy		**6.054218348**
Tulare (SJV)	2025	MH	Aggregate	Aggregate	Gasoline	883.3481449	7916.233781	1.794283298		4.411919674	34925.78756
Tulare (SJV)	2025	MH	Aggregate	Aggregate	Diesel	534.0586058	4578.667063	0.48626477		9.415995872	43112.71016
Tulare (SJV)	2025	OBUS	Aggregate	Aggregate	Gasoline	127.1852062	5163.976199	1.079998967		4.781464017	24691.36638
Tulare (SJV)	2025	OBUS	Aggregate	Aggregate	Diesel	104.4492643	7190.865537	1.01825526		7.061947846	50781.51739
Tulare (SJV)	2025	SBUS	Aggregate	Aggregate	Gasoline	136.3663194	7292.36748	0.757609322		9.625498619	70192.67311
Tulare (SJV)	2025	SBUS	Aggregate	Aggregate	Diesel	489.2009071	10762.14078	1.295771482		8.305585459	89385.87998
Tulare (SJV)	2025	UBUS	Aggregate	Aggregate	Gasoline	60.36315667	4247.255025	0.852591516		4.981582557	21158.05155
Tulare (SJV)	2025	UBUS	Aggregate	Aggregate	Diesel	15.66955148	1553.579763	0.116032839		13.38913861	20801.09478
										Total VMT	**48705.08563**
									Weighted Average Fuel Economy		**7.289774288**
Tulare (SJV)	2025	MCY	Aggregate	Aggregate	Gasoline	8155.415606	45105.17122	1.073972865		41.99842725	1894346.252
										Total VMT	**45105.17122**
									Weighted Average Fuel Economy		**41.99842725**

Operational Fuel Calculation—Project-generated Operational Trips

Total Operational VMT

Lindsay Travel Center Project

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Convenience Market with Gas Pumps	5,255	5,255	5,255	1,918,221	12,521	69,854	69,854	10,549,060
Fast Food Restaurant with Drive Thru	888	888	888	324,212	3,599	11,806	11,806	2,169,564
Fast Food Restaurant w/o Drive Thru	856	856	856	312,422	11,377	11,377	11,377	4,152,643
Enclosed Parking Structure	1,277	1,277	1,277	466,032	16,971	16,971	16,971	6,194,391
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Annual VMT (miles)
Total VMT for Project Land Uses	**23,065,658**

By Vehicle Type (Average Fleet Mix for the 2025 Operational Year for the Project)

Fleet Mixes

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	45.64642608	3.941451013	19.22072321	20.61836421	3.940419108	1.002341136	1.228464674	1.532414369	0.063114899	0.0454339	2.18810346	0.192453095	0.380291208
Fast Food Restaurant with Drive Thru	51.04324666	4.407452533	21.49320769	23.05609312	0	0	0	0	0	0	0	0	0
Fast Food Restaurant w/o Drive Thru	51.04324666	4.407452533	21.49320769	23.05609312	0	0	0	0	0	0	0	0	0
Fuel Canopy Areas	0	0	0	0	51.15009881	13.01126778	15.94654978	19.89208363	0	0	0	0	0

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Weighted Project Fleet	34.86711134	3.010685022	14.68178681	15.74937761	15.53874692	3.95265702	4.844358215	6.042961019	0.028865548	0.020779158	1.000727365	0.088018269	0.173925879

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Daily VMT	Average Fuel Economy (miles/gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	0.3487	34.87	8,042,329	22,034	30.75	716.5	261,532
Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV)	0.3344	33.44	7,713,583	21,133	22.61	934.6	341,131
LHDT1, LHDT2, and MHDT	0.2434	24.34	5,613,204	15,379	11.58	1328.3	484,815
HHDT	0.0604	6.04	1,393,849	3,819	6.05	630.8	230,228
MCY	0.0100	1.00	230,824	632	42.00	15.1	5,496
Buses/Other	0.0031	0.31	71,870	197	7.29	27.0	9,859
Total	—	100.0	23,065,658	63,194		3,652.2	1,333,061

Project Operations Natural Gas Use

Source: CalEEMod Output

Lindsay Travel Center Project - Buildout Year Operations

kBTU/yr = kilo-British Thermal Units/year

CalEEMod Land Use	Natural Gas Use (kBTU/yr)	
Convenience Market with Gas Pumps	101,336	
Fast Food Restaurant with Drive Thru	248,117	
Fast Food Restaurant w/o Drive Thru	241,673	
Enclosed Parking Structure (Fuel Canopy Areas)	0	
Parking Lot (Spaces)	0	
Parking Lot (Remaining Area)	0	
Total	**591,126**	**kBTU/yr**

Project Operations Electricity Use

Source: CalEEMod Output

Lindsay Travel Center Project - Buildout Year Operations

kWh/yr = kilowatt hours per year

CalEEMod Land Use	Electricity Use (kWh/yr)	
Convenience Market with Gas Pumps	184,784.13	
Fast Food Restaurant with Drive Thru	77,540.37	
Fast Food Restaurant w/o Drive Thru	75,526.33	
Enclosed Parking Structure (Fuel Canopy Areas)	26,026.14	
Parking Lot (Spaces)	24,383.32	
Parking Lot (Remaining Area)	336,989.55	
Total	**725,249.83**	**kWh/yr**

*The estimates above account for total consumption and does reflect incorporation of renewable energy.

Construction Trailer Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Construction Trailer
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	25.6
Location	36.2117, -119.114
County	Tulare
City	Lindsay
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2725
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

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
General Office Building	0.72	1000sqft	0.02	720	0.00	—	—	—

2. Emissions Summary

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.04	0.05	0.40	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	84.9	84.9	< 0.005	< 0.005	0.36	86.5
Area	0.01	0.02	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.7	28.7	< 0.005	< 0.005	—	28.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.25	0.73	0.98	0.03	< 0.005	—	1.79
Waste	—	—	—	—	—	—	—	—	—	—	—	0.36	0.00	0.36	0.04	0.00	—	1.26
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.05	0.06	0.06	0.44	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	0.61	114	115	0.07	< 0.005	0.36	119
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.03	0.06	0.32	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	77.6	77.6	< 0.005	< 0.005	0.01	78.9
Area	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.7	28.7	< 0.005	< 0.005	—	28.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.25	0.73	0.98	0.03	< 0.005	—	1.79
Waste	—	—	—	—	—	—	—	—	—	—	—	0.36	0.00	0.36	0.04	0.00	—	1.26
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.04	0.05	0.06	0.32	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	0.61	107	108	0.07	0.01	0.01	111
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.03	0.03	0.04	0.25	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	60.3	60.3	< 0.005	< 0.005	0.12	61.4
Area	< 0.005	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.06	0.06	< 0.005	< 0.005	—	0.06

Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.7	28.7	< 0.005	< 0.005	—	28.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.25	0.73	0.98	0.03	< 0.005	—	1.79
Waste	—	—	—	—	—	—	—	—	—	—	—	0.36	0.00	0.36	0.04	0.00	—	1.26
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.03	0.05	0.05	0.27	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.61	89.8	90.4	0.07	< 0.005	0.12	93.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	< 0.005	0.01	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.02	10.2
Area	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.01	0.01	< 0.005	< 0.005	—	0.01
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.76	4.76	< 0.005	< 0.005	—	4.77
Water	—	—	—	—	—	—	—	—	—	—	—	0.04	0.12	0.16	< 0.005	< 0.005	—	0.30
Waste	—	—	—	—	—	—	—	—	—	—	—	0.06	0.00	0.06	0.01	0.00	—	0.21
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.01	0.01	0.01	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.10	14.9	15.0	0.01	< 0.005	0.02	15.5

4. Operations Emissions Details

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	20.3	20.3	< 0.005	< 0.005	—	20.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	20.3	20.3	< 0.005	< 0.005	—	20.3

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	20.3	20.3	< 0.005	< 0.005	—	20.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	20.3	20.3	< 0.005	< 0.005	—	20.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35	< 0.005	< 0.005	—	3.37
Total	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35	< 0.005	< 0.005	—	3.37

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.48	8.48	< 0.005	< 0.005	—	8.50
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.48	8.48	< 0.005	< 0.005	—	8.50
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.48	8.48	< 0.005	< 0.005	—	8.50
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.48	8.48	< 0.005	< 0.005	—	8.50
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.40	1.40	< 0.005	< 0.005	—	1.41
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.40	1.40	< 0.005	< 0.005	—	1.41

5. Activity Data

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	13,895	532	0.0330	0.0040	26,460

8. User Changes to Default Data