DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

CEQA Referral Initial Study And Notice of Intent to Adopt a Negative Declaration

Date: **September 27, 2024**

To: **Distribution List (See Attachment A)**

From: **Teresa McDonald, Associate Planner**
Planning and Community Development

Subject: **REZONE APPLICATION NO. PLN2021-0113 – GOLDEN STATE TRUCK PARKING**

Comment Period: **September 27, 2024 – October 30, 2024**

Respond By: **October 30, 2024**

Public Hearing Date: Not yet scheduled. A separate notice will be sent to you when a hearing is scheduled.

You may have previously received an Early Consultation Notice regarding this project, and your comments, if provided, were incorporated into the Initial Study. Based on all comments received, Stanislaus County anticipates adopting a Negative Declaration for this project. This referral provides notice of a 30-day comment period during which Responsible and Trustee Agencies and other interested parties may provide comments to this Department regarding our proposal to adopt the Negative Declaration.

All applicable project documents are available for review at: Stanislaus County Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354. Please provide any additional comments to the above address or call us at (209) 525-6330 if you have any questions. Thank you.

Applicant: **Jitendar Singh, Golden State Truck Parking**

Project Location: **2119 and 2237 South Golden State Boulevard, east of Golf Road, in the Turlock area.**

APN: **044-031-004 and 044-031-005**

Williamson Act Contract: **N/A**

General Plan: **Planned Development**

Current Zoning: **Planned Development (P-D) (298)**

Project Description: **Request to rezone two parcels, totaling 13.1± acres, from Planned Development (P-D) (298) to a new Planned Development (P-D) to allow for the development of a truck parking facility for the parking of up to 58 semi-trucks.**

Full document with attachments available for viewing at:
http://www.stancounty.com/planning/pl/act-projects.shtm

REZONE APPLICATION NO. PLN2021-0113 – GOLDEN STATE TRUCK PARKING
Attachment A

Distribution List

X	CA DEPT OF CONSERVATION Land Resources		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
X	CA DEPT OF TOXIC SUBSTANCES CONTROL		STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: TURLOCK		STAN CO PARKS & RECREATION
	COMMUNITY SERVICES DIST:	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION	X	STAN CO PUBLIC WORKS SURVEY DIVISION
X	COUNTY OF: MERCED	X	STAN CO SHERIFF
X	DER GROUNDWATER RESOURCES DIVISION	X	STAN CO SUPERVISOR DIST 2: CHIESA
X	FIRE PROTECTION DIST: TURLOCK RURAL	X	STAN COUNTY COUNSEL
X	GSA: WEST TURLOCK SUBBASIN	X	StanCOG
	HOSPITAL DIST:	X	STANISLAUS FIRE PREVENTION BUREAU
X	IRRIGATION DIST: TURLOCK	X	STANISLAUS LAFCO
X	MOSQUITO DIST: TURLOCK	X	STATE OF CA SWRCB DIVISION OF DRINKING WATER DIST. 10
X	STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES	X	SURROUNDING LAND OWNERS
	MUNICIPAL ADVISORY COUNCIL:		INTERESTED PARTIES
X	PACIFIC GAS & ELECTRIC	X	TELEPHONE COMPANY: AT&T
	POSTMASTER:		TRIBAL CONTACTS (CA Government Code §65352.3)
X	RAILROAD: UNION PACIFIC		US ARMY CORPS OF ENGINEERS
X	SAN JOAQUIN VALLEY APCD	X	US FISH & WILDLIFE
X	SCHOOL DIST 1: TURLOCK UNIFIED		US MILITARY (SB 1462) (7 agencies)
	SCHOOL DIST 2:	X	USDA NRCS
	WORKFORCE DEVELOPMENT		
X	STAN CO AG COMMISSIONER		
	TUOLUMNE RIVER TRUST		

STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM

TO: **Stanislaus County Planning & Community Development**
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: _____

SUBJECT: **REZONE APPLICATION NO. PLN2021-0113 – GOLDEN STATE TRUCK PARKING**

Based on this agency's particular field(s) of expertise, it is our position the above described project:

_____ Will not have a significant effect on the environment.
_____ May have a significant effect on the environment.
_____ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheet if necessary)

1.
2.
3.
4.

Listed below are possible mitigation measures for the above-listed impacts: *PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

1.
2.
3.
4.

In addition, our agency has the following comments (attach additional sheets if necessary).

_____

_____

Response prepared by:

_____

Name Title Date

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
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CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2020

1.	**Project title:**	Rezone Application No. PLN2021-0113 – Golden State Truck Parking
2.	**Lead agency name and address:**	Stanislaus County 1010 10th Street, Suite 3400 Modesto, CA 95354
3.	**Contact person and phone number:**	Teresa McDonald, Associate Planner (209) 525-6330
4.	**Project location:**	2119 and 2237 South Golden State Boulevard, east of Golf Road, in the Turlock area. (APNs: 044-031-004 and 044-031-005)
5.	**Project sponsor's name and address:**	Jitendar Singh, Golden State Truck Parking 3794 Apple Blossom Lane Turlock, CA 95382
6.	**General Plan designation:**	Planned Development
7.	**Zoning:**	Planned Development (P-D) (298)

8. Description of project:

This is a request to rezone two parcels, totaling 13.1 acres, from Planned Development (P-D) (298) to a new Planned Development (P-D) to allow for the development of a truck parking facility for the parking of up to 58 semi-trucks. The applicant is proposing to stripe the existing asphalt area with 58 parking spaces for tractor-trailer combinations and install a new gravel parking lot with 13 spaces for employee parking. The project site is currently improved with the following: an existing 1,200 square-foot office, 2,500 square-foot shop with a 1,000 square-foot awning, 2,600 square-foot storage building, 11,000 square-foot pole barn, asphalt/concrete parking areas, lighting affixed to the existing buildings 10-20 feet in height, six 40-foot-tall free-standing poles, and six-foot-tall chain link fencing around the perimeter of the site. The office will be used for the storage of documents and a breakroom for employees. The shop will be used for light maintenance including changing tires, visual inspection, and checking fluid levels, which will be open to the public and limited to semi-trucks, by appointment only. The storage building is proposed to be used to store forklifts, load docks, spare parts, tools, and personal or business documents for the property owner. There are no proposed uses for the pole barn. Landscaping is proposed to consist of a combination of trees and shrubs creating a 20-foot-wide planting strip along the entirety of the road frontage. The applicant also proposes to add privacy slats to the existing chain link fencing along the side and rear property lines. No additional buildings or signage are proposed. Lighting will be added to four of the existing poles and the other two poles will be removed. No loading, unloading, or wash facilities are proposed. Both dry and refrigerated trailers may be parked on-site but are expected to be empty. Hours of operation are proposed to be seven days a week from 9:00 a.m. to 5:00 p.m. with a maximum of three employees on-site (on one shift) for the office and shop, and five daily customers for the maintenance services. However, the site will be open to semi-truck operators renting a space through a secured access gate, 24 hours a day, seven days a week. Although the applicant is proposing a total of 58 spaces, 29 of the spaces are expected to be utilized by long haul operators that will not be accessing the site daily. Accordingly, the applicant anticipates up to 29 operators visiting the site per-day, three employees per-day, five maintenance customers a day, and one weekly vehicle trip for the delivery of parts, for 75 estimated trips per-day. The operators will park their personal vehicles in the spots allocated for the tractor-trailers when the tractor-trailers are in use. The site has access to South Golden State Boulevard and is served by private well and septic system. The site is listed on the EnviroStor database managed by the CA Department of Toxic Substances

Control for groundwater and soil contamination, and is considered remediated with the possible exception of a hotspot of hexavalent chromium. The only on-going activity is groundwater monitoring which occurs once per year.

P-D (298) was originally approved by the Board of Supervisors on April 19, 2005 under General Plan Amendment No. 2000-09 and Rezone No. 2000-12 – Valley Wood Preserving, Inc., to allow truck, recreational vehicles (RV), equipment parking and storage, office, warehousing and storage within the existing buildings. However, no development took place resulting in an expired Planned Development. Accordingly, a rezone is required in order to approve development of the site. Prior to the P-D (298) zoning, the project site was utilized as a wood preserving facility between 1973 and 1979.

9.	**Surrounding land uses and setting:**	Orchards, row crops, and scattered single-family dwellings and trucking operations to the north, south, and west. Commercial and industrial uses to the east across South Golden State Boulevard. The City of Turlock city limits is located approximately .25 miles to the east.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**	Stanislaus County Department of Public Works Stanislaus County Department of Environmental Resources City of Turlock California Department of Toxic Substances Control
11.	**Attachments:**	I. Ambient Air Quality Analysis Screening and Health Risk Analysis prepared by Johnson Johnson and Miller Air Quality Consulting Services, dated May 10, 2023

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Agriculture & Forestry Resources**	☐ **Air Quality**
☐ **Biological Resources**	☐ **Cultural Resources**	☐ **Energy**
☐ **Geology / Soils**	☐ **Greenhouse Gas Emissions**	☐ **Hazards & Hazardous Materials**
☐ **Hydrology / Water Quality**	☐ **Land Use / Planning**	☐ **Mineral Resources**
☐ **Noise**	☐ **Population / Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	☐ **Tribal Cultural Resources**
☐ **Utilities / Service Systems**	☐ **Wildfire**	☐ **Mandatory Findings of Significance**

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☒ **I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.**

☐ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**

☐ **I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.**

☐ **I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.**

☐ **I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.**

Signature on file **September 27, 2024**
Prepared by Teresa McDonald, Associate Planner Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific development standards for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significant criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, could the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			**X**	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Discussion: The site itself is not considered to be a scenic resource or unique scenic vista. The only scenic designation in the County is along Interstate 5 (I-5) which is not near the project site. The project site has been improved with buildings and structures that are similar in nature to other commercially developed properties. The applicant is proposing to stripe the existing asphalt area with 58 parking spaces for tractor-trailer combinations and install a new gravel parking lot with 13 spaces for employee parking adjacent to the existing storage building. Landscaping is proposed to consist of a combination of trees and shrubs creating a 20-foot-wide planting strip along the entirety of the road frontage. The applicant also proposes to add privacy slats to the existing chain link fencing along the side and rear property lines. No additional buildings or signage are proposed. Lighting will be added to four of the existing poles and the other two poles will be removed. The project site is located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The project was referred to the City, which responded with no objections and with comments requiring additional landscaping to provide visual screening of the parked trucks from the right-of-way, and that no outdoor storage of pallets, equipment, machinery or the like shall be visible from the right-of-way. These comments will be applied as development standards.

The project will not degrade the existing visual character or quality of the site or its surroundings. Development will be added to this project to address glare from any on-site lighting, including submittal of a photometric lighting plan. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; Referral response from the City of Turlock, dated February 27, 2023; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation[1].

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Included**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			**X**	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			**X**	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			**X**	

Discussion: The California Department of Conservation's Farmland Mapping and Monitoring Program lists the project site's soil as comprised of Urban and Built-Up Land. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the soil consists of Grade 2 Hilmar loamy sand, zero to one percent slopes, Storie Index rating 85. The project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

The County's Agricultural Element's Agricultural Buffer Guidelines states that new or expanding uses approved by discretionary permit in the A-2 zoning district or on a parcel adjoining the A-2 zoning district should incorporate a minimum 150-foot-wide agricultural buffer setback, or 300-foot-wide buffer setback for people-intensive uses, to physically avoid conflicts between agricultural and non-agricultural uses. Public roadways, utilities, drainage facilities, rivers and adjacent riparian areas, landscaping, parking lots, and similar low people-intensive uses are permitted uses within the buffer setback area. A proposed three employees on-site during a maximum shift is potentially low-people intensive. The project site is adjacent to A-2 zoned land to the west, south, and north. The adjacent parcels to the west are planted in orchards and row crops. To the south and north, the project is adjacent to land that is not in production agriculture. To the east is South Golden State Boulevard and the parcels east of the road are zoned Industrial. The nearest parcel under Williamson Act Contract is approximately 900 feet to the south. The buildings meet the 150-foot buffer to the north and west, and no buffer is required to the east. On the south, the buildings are set back 16± feet from the property. Accordingly, a reduced buffer of 16 feet on the southern property line is proposed. Additionally, the entirety of the site will be fenced to prevent trespassing. The project was referred to the Stanislaus County Agricultural Commissioner, and a response was received referring to the

Stanislaus County Buffer and Setback Guidelines for compliance with buffer setback and trespassing prevention. The project site and surrounding area is located within the City of Turlock's adopted sphere of influence. The project site has a zoning designation of Planned Development (P-D) (298) was originally approved to allow truck, recreational vehicles, and equipment parking and storage, and office, warehousing and storage within the existing buildings.

The project was referred to the Turlock Irrigation District (TID). TID responded that there is an existing irrigation pipeline on the property that shall be protected, which will be added as a condition of approval.

The project will have no impact to forest land or timberland. The project is not an agricultural use and does not appear to conflict with any agricultural activities in the area and/or lands enrolled in the Williamson Act. Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use.

Mitigation: None.

References: Application information; Referral response received from the Agricultural Commissioner's Office, dated May 4, 2022; Referral response from the Turlock Irrigation District (TID), dated April 21, 2022; United States Department of Agriculture NRCS Web Soil Survey; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2022; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County Williamson Act Uniform Rules; Stanislaus County General Plan and Support Documentation[1].

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Included**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
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?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			**X**	

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2008 PM2.5 (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act.

The project proposes to utilize existing structures to operate a truck parking facility, with a maximum of three employees on a maximum shift and five daily customers for the maintenance services. Typically, trucking operations fall into two categories: "Long haul" or "Local Distribution or Agricultural Harvesting / Processing Support." The project anticipates approximately 29 of the 58 spaces (50%) will be utilized by long haul trucks, which are expected to be gone for approximately one week at a time. It is anticipated that the remaining 29 spaces will be utilized by short haul trucks which are expected every other day but may make daily trips. Accordingly, the applicant anticipates up to 29 operators visiting the site per-day, three employees per-day, five maintenance customers a day, and one weekly vehicle trip for the delivery of parts, for an average of 75 estimated trips per-day. Primary construction activities associate with the project will include any tenant improvements and installation of the landscaping. No new buildings are proposed. Construction activities associated with

the new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations within a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces. Any construction will be required to occur in compliance with all SJVAPCD regulations.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the SJVAPCD has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the SJVAB.

The San Joaquin Valley Air Pollution Control District Small Project Analysis Level (SPAL) guidance identifies thresholds of significance for criteria pollutant emissions, which are based on the SJCAPCD's New Source Review (NSR) offset requirements for stationary sources. The SJVAPCD has pre-qualified emissions and determined a size below, which is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. Any project falling below the thresholds identified by the SJVAPCD are deemed to have a less than significant impact on air quality due to criteria pollutant emissions. The SJVAPCD's threshold of significance for industrial uses is identified as less than the following number of trips per-day based on vehicle type: 70 one-way heavy duty truck trips and 550 one-way trips for all fleet types not considered to be heavy duty trucks.

A referral response received from the San Joaquin Valley Air Pollution Control District stated that the risk associated with the project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area should be evaluated and any potentially significant risk mitigated to help limit exposure of sensitive receptors to emissions. The SJVAPCD's response stated that in order to determine potential health impacts on surrounding receptors Prioritization and/or Health Risk Assessment (HRA) should be performed for the project.

The SJVAPCD response indicated the project may be subject to District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), 9510 (Indirect Source Review), 9410 (Employer Based Trip Reduction), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), and District Regulation VIII (Fugitive PM10 Prohibitions). The project may also be subject to other applicable District permits and rules including Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), which must be met as part of the District's Authority to Construct (ATC) and Permit to Operate (PTO) permitting process.

In response to the Air District comments, a Health Risk Analysis (HRA) and Ambient Air Quality Analysis (AAQA) were prepared by Johnson Johnson and Miller Air Quality Consulting Services, dated May 10, 2023. The HRA and AAQA were prepared to evaluate potential localized air quality impacts and health risk impacts associated with the proposed project. The prioritization screening assessments, localized ambient air quality screening, and construction Health Risk Assessment (HRA) were prepared to evaluate potential air quality impacts related to the generation of toxic air contaminants (TACs) and localized criteria pollutants from construction and operations.

An analysis of maximum daily emissions during construction and operation was conducted using CalEEMod to determine if emissions would exceed 100 pounds per-day for any pollutant of concern. Maximum daily on-site emissions were found to be 34.53 NOx, 32.37 CO, 6.73 ROG, 10.12 PM10, and 5.71 PM2.5 (pounds per-day). The proposed project's construction and operational activities will not exceed 100 pounds per-day of any criteria pollutant that has an ambient air quality standard. Therefore, the proposed project is considered less than significant for ambient air quality impacts.

The construction and operational activities were evaluated using the American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) model. Health risks were estimated for sensitive receptors located within approximately ¼-mile of the project boundary and extended to the nearest sensitive receptors in each direction. The Air District has set the level of significance for carcinogenic risk to 20 in one million and the maximum predicted cancer risk among the modeled receptors is 3.64 in one million during construction. The level of significance for acute and chronic non-cancer risk is a hazard index of 1.0, and the maximum predicted acute and chronic non-cancer hazard index among the modeled receptors are 0.0212 and 0.0, respectively. As both levels are below the SJVAPCD's level of significance, the potential health risk attributable to the proposed project is determined to be less than significant.

The SJVAPCD reviewed the HRA/AAQA and responded with a comment stating that the HRA used the 65th (mean) intake rate percentile which is not recommended as it will underestimate the potential health risk for the project, and recommended using the OEHHA Derived Method for intake rate percentile per District APR 1906 – Framework for Performing Health Risk Assessments; However, the SJVAPCD response also stated that the modifications to the HRA based on the deficiencies are not expected to change the project's significance determination and that the HRA does not need to be re-revaluated by the SJVAPCD. Accordingly, impacts to air quality are anticipated to be less than significant.

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Governor's Office of Planning and Research Technical Advisory, December 2018; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 26, 2022 and updated on October 16, 2023; Ambient Air Quality Analysis and Health Risk Analysis prepared by Johnson Johnson and Miller Air Quality Consulting Services, dated May 10, 2023; San Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) Guidance, November 13, 2020; Stanislaus County General Plan and Support Documentation[1].

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			**X**	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			**X**	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			**X**	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			**X**	

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There is no known sensitive or protected species or natural community located on the site. The project is located within the Turlock Quad of the California Natural Diversity Database. Based on results from the California Natural Diversity Database (CNDDB) Quad Species List, there are eight animal species which are state or federally listed as endangered or threatened, or proposed threatened species, that have been recorded to either occur or have occurred within the Turlock Quad. These species include: the California tiger salamander - central California

DPS, Swainsons hawk, tricolored blackbird, least Bells vireo, steelhead - Central Valley DPS, Crotchs bumble bee, Northern California legless lizard, and the coast horned lizard.

The project site is already paved and disturbed and has been previously used for commercial uses. The site neither contains nor is adjacent to aquatic resources such as vernal pools, rivers, tributaries, creeks, lakes, or wetlands which makes the presence of any of the identified special status fish species unlikely to occur on-site. Due to the site already being developed, occurrences of the listed animal species are unlikely to occur.

The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors is considered to be less than significant.

An Early Consultation was referred to the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and no response was received.

Impacts to biological resources are considered to be less than significant.

Mitigation: None.

References: California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; Stanislaus County General Plan and Support Documentation[1].

V. CULTURAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Included**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			**X**	
c) Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

Discussion: A records search conducted by the Central California Information Center (CCIC) for the project site indicated that there are no formally recorded prehistoric or historic archaeological resources, cultural resources, or historic buildings within the project area. It does not appear this project will result in significant impacts to any archaeological or cultural resources as the site is already paved and developed. A development standard will be placed on the project, requiring that construction activities shall be halted if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

Mitigation: None.

References: Application information; Central California Information Center (CCIC) Search, dated August 6, 2021; Stanislaus County General Plan and Support Documentation[1].

VI. ENERGY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Discussion: The CEQA Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered.

The project site is improved a 1,200 square-foot office, 2,500 square-foot shop with a 1,000 square-foot awning, 2,600 square-foot storage building, 11,000 square-foot pole barn, asphalt/concrete parking areas, lighting affixed to the existing buildings 10-20 feet in height, six 40-foot-tall free-standing poles, and six-foot-tall chain link fencing around the perimeter of the site. The applicant is proposing to stripe the existing asphalt area with 58 parking spaces for tractor-trailer combinations and install a new gravel parking lot with 13 spaces for employee parking adjacent to the existing storage building. Proposed landscaping will consist of a combination of trees and shrubs creating a 20-foot-wide planting strip along the entirety of the road frontage, and privacy slats will be added to the existing chain link fencing along the side and rear property lines. No additional buildings or signage are proposed. Lighting will be added to four of the existing poles and the other two poles will be removed. Hours of operation are proposed to be seven days a week from 9:00 a.m. to 5:00 p.m. with a maximum of three employees on-site for the office and shop, on one shift, and five daily customers for maintenance services. However, the site will be open to customers through a secured access gate, 24 hours a day, seven days a week. The project proposes to operate with three employees on a maximum shift. Although the applicant is proposing a total of 58 spaces, 29 of the spaces are expected to be utilized by long haul operators that will not be accessing the site daily. Accordingly, the applicant anticipates up to 29 operators visiting the site per-day, three employees per-day, five daily trips for maintenance, and one weekly vehicle trip for the delivery of parts, for an average of 75 estimated trips per-day.

As discussed in Section III – *Air quality*, a Health Risk Analysis (HRA) and Ambient Air Quality Analysis (AAQA) were prepared, in response to comments received by the SJVAPCD requesting an evaluation of the potential localized air quality impacts and health risk impacts associated with the proposed project. The prioritization screening assessments, localized ambient air quality screening, and construction Health Risk Assessment (HRA) were prepared to evaluate potential air quality impacts related to the generation of toxic air contaminants (TACs) and localized criteria pollutants from construction and operations.

An analysis of maximum daily emissions during construction and operation was conducted and were estimated to be 34.53 NOx, 32.37 CO, 6.73 ROG, 10.12 PM10, and 5.71 PM2.5 (pounds per-day). The proposed project's construction and operational activities will not exceed 100 pounds per-day of any criteria pollutant that has an ambient air quality standard. Therefore, the proposed project is considered less than significant for ambient air quality impacts.

Health risks were estimated for sensitive receptors located within approximately ¼-mile of the project boundary and extended to the nearest sensitive receptors in each direction. The SJVAPCD has set the level of significance for carcinogenic risk to 20 in one million and the maximum predicted cancer risk among the modeled receptors is 3.64 in one million during construction. The level of significance for acute and chronic non-cancer risk is a hazard index of 1.0, and the maximum predicted acute and chronic non-cancer hazard index among the modeled receptors are 0.0212 and 0.0, respectively. As both levels are below the SJVAPCD's level of significance, the potential health risk attributable to the proposed project is determined to be less than significant.

The SJVAPCD reviewed the HRA/AAQA and responded with a comment stating that the HRA used the 65th (mean) intake rate percentile which is not recommended as it will underestimate the potential health risk for the project, and recommended

using the OEHHA Derived Method for intake rate percentile per District APR 1906 – Framework for Performing Health Risk Assessments; However, the SJVAPCD response also stated that the modifications to the HRA based on the deficiencies are not expected to change the project's significance determination and that the HRA does not need to be re-revaluated by the SJVAPCD. The SJVAPCD response indicated the project may be subject to other district rules, which will be applied to the project as a development standard.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. OPR guidance notes that CEQA VMT analysis is intended to focus on passenger vehicles. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. As stated previously, the project proposes an estimated 75 trips per-day, which is below the VMT threshold.

The project site is served by the Turlock Irrigation District (TID). An Early Consultation referral response was received from TID stating that an irrigation pipeline and 25-foot easement belonging to Improvement District 94B, known as the Otto-Swanson Ditch (pipeline), is located about 140 feet into the property and that the concrete pipeline and the associated above ground structures must be protected at all times, and no vehicles shall be driven or parked over this pipeline, except at the existing asphalt driveway crossing. TID also commented that the project site has an overhead 12kV distribution line fronting the property and running along the southern property line and that the developer must apply for a facility change for any pole or electrical facility relocation. These comments will be applied to the project as development standards.

It does not appear that this project will result in significant impacts to the wasteful, inefficient, or unnecessary consumption of energy resources. Accordingly, the potential impacts to Energy are considered to be less than significant.

Mitigation: None.

References: Application information; CEQA Guidelines; Title 16 of County Code; CA Building Code; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County 2016 General Plan EIR; Governor's Office of Planning and Research Technical Advisory, December 2018; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 26, 2022 and updated on October 16, 2023; Ambient Air Quality Analysis and Health Risk Analysis prepared by Johnson Johnson and Miller Air Quality Consulting Services, dated May 10, 2023; Referral response from the Turlock Irrigation District (TID), dated April 21, 2022; Stanislaus County General Plan and Support Documentation[1].

VII. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			**X**	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?			**X**	

b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			**X**	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	

Discussion: The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the property is made up of Hilmar loamy sand, zero to one percent slopes. As contained in Chapter five of the General Plan and Support Documentation[1], the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required along with the building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency.

The project proposes to utilize the existing structures to allow for the development of a commercial truck parking facility.

The existing facility is served by a private well and septic system. A referral response received from Stanislaus County Department of Environmental Resources (DER) indicated that any proposal to modify, upgrade, or replace any portion of the existing onsite wastewater treatment system (OWTS) is subject to approval by the DER; if there is an increase to the facility's drainage fixtures or the number of users, the existing OWTS shall be subject to review and required to be upgraded to accommodate the change in wastewater flows; any new building shall be by individual Primary and Secondary wastewater treatment units, operated under conditions and guidelines established by Measure X; and that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met. While no additional structures or amendments to the existing well or septic system are currently proposed, these comments will be applied to the project as development standards.

The project was referred to Stanislaus County Public Works (PW), and a referral response was received requesting that a grading and drainage plan be prepared in conformance with PW Standards and Specifications, reviewed, and approved by the PW Department. This requirement will be added to the project as a development standard.

It does not appear that this project will result in significant impacts to any paleontological resources or unique geologic features. Development standards applicable to development of the parcels regarding the discovery of such resources during the construction process will be added to the project. The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area. Impacts to Geology and Soils are considered to be less than significant.

Mitigation: None.

References: Referral response received from the Stanislaus County Department of Environmental Resources, Environmental Health Division, dated April 28, 2022 and August 26, 2022; Referral response from the Stanislaus County Department of Public Works, dated October 25, 2022; Stanislaus County General Plan and Support Documentation[1].

VIII. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potentials of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40 percent of 1990 levels by 2030.

As discussed un Section III – *Air Quality*, a referral response received from the San Joaquin Valley Air Pollution Control District (SJVAPCD) stated that in order to determine potential health impacts on surrounding receptors (such as residences, hospitals, day-care facilities, etc.) a Prioritization and/or Health Risk Assessment (HRA) should be performed for the project. In response to the SJVAPCD comments, a Health Risk Analysis (HRA) and Ambient Air Quality Analysis (AAQA) were prepared by Johnson Johnson and Miller Air Quality Consulting Services, dated May 10, 2023. The HRA and AAQA were prepared to evaluate potential localized air quality impacts and health risk impacts associated with the proposed project. The prioritization screening assessments, localized ambient air quality screening, and construction Health Risk Assessment (HRA) were prepared to evaluate potential air quality impacts related to the generation of toxic air contaminants (TACs) and localized criteria pollutants from construction and operations.

An analysis of maximum daily emissions during construction and operation was conducted using CalEEMod to determine if emissions would exceed 100 pounds per-day for any pollutant of concern. Operational emissions include those generated on-site by area sources such as consumer products, landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site. Motor vehicle emissions were estimated for on-site operations and travel within .25 miles of the site. Maximum daily on-site emissions were estimated to be 34.53 NOx, 32.37 CO, 6.73 ROG, 10.12 PM10, and 5.71 PM2.5 (pounds per-day). The proposed project's construction and operational activities will not exceed 100 pounds per-day of any criteria pollutant, which is below the threshold of significance. The SJVAPCD reviewed the HRA/AAQA and responded with a comment stating that the HRA used the 65th (mean) intake rate percentile which is not recommended as it will underestimate the potential health risk for the project, and recommended using the OEHHA Derived Method for intake rate percentile per District APR 1906 – Framework for Performing Health Risk Assessments; However, the SJVAPCD response also stated that the modifications to the HRA based on the deficiencies are not expected to change the project's significance determination and that the HRA does not need to be re-revaluated by the SJVAPCD.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. OPR guidance notes that CEQA VMT analysis is intended to focus on passenger vehicles. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. The project proposes 75 trips per-day, which is below the VMT threshold.

A development standard requiring the applicant to comply with all appropriate SJVAPCD rules and regulations and California Green Building Code will be incorporated into the project. Consequently, GHG emissions associated with this project are considered to be less than significant.

Mitigation: None.

References: Application information; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 26, 2022 and updated on October 16, 2023; Ambient Air Quality Analysis and Health Risk Analysis prepared by Johnson Johnson and Miller Air Quality Consulting Services, dated May 10, 2023; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation[1].

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			**X**	

Discussion: The existing shop will be used for light maintenance including changing tires, visual inspection, and checking fluid levels. The storage building will be utilized to store forklifts, load docks, spare parts, tools, and personal or business documents. The site is listed on the EnviroStor database managed by the CA Department of Toxic Substances Control for groundwater and soil contamination and is considered remediated with the possible exception of a hotspot of hexavalent chromium. The only ongoing activity is groundwater monitoring which occurs once per year.

The Stanislaus County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. A referral response from the Hazardous Materials Division of DER is requiring the applicant to contact DER regarding appropriate permitting requirements for hazardous materials and/or wastes. The Hazardous Materials Division requested that they be contacted should any underground storage tanks, buried chemicals, buried refuse, or contaminated soil be discovered. The Hazardous Materials Division also recommended to add protective measures to the storm drains, or to the

site itself, to prevent hazardous materials and hazardous waste contamination from entering the storm drain system due to potential oil and/or vehicle fluid leakage. The Division also commented that deviations from the project must be reviewed by DER to ensure that project continues to comply with Land Use Restriction Covenant Document # 2007-0082718-00 for the open Valley Wood Preserving, Inc. Superfund Site (50240001), that formerly operated at the project location. These comments will be reflected as development standards applied to the project.

The project site is located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The project was referred to the City, which responded with comments requiring maintenance, repairs, and servicing of trucks and vehicles be conducted in an enclosed building and that a sand and oil interceptor be installed. These comments will be applied to the project as development standards.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater, which is consumed, and drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. A discussion on the project and agricultural buffers is included in Section II – *Agriculture and Forest Resources*. The project was referred to the Stanislaus County Agricultural Commissioner, and a response was received referring to the Stanislaus County Buffer and Setback Guidelines for compliance with buffer setback and trespassing prevention.

The site is located in a Local Responsibility Area (LRA) for fire protection and is served by the Turlock Rural Fire Protection District. The project was referred to the Fire District, and no comments have been received to date.

The project site is not within the vicinity of any airstrip or wildlands.

Mitigation: None.

References: Application information; Referral response received from the Agricultural Commissioner's Office, dated May 04, 2022; Referral response received from the Department of Environmental Resources, Hazardous Materials Division, dated April 27, 2022; Referral response from the City of Turlock, dated February 27, 2023; CA Department of Toxic Substances Control's data management system (EnviroStor) Summary for Valley Wood Preserving, Inc., accessed on August 26, 2024; Stanislaus County Airport Land Use Compatibility Plan; Stanislaus County General Plan and Support Documentation[1].

X. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			**X**	
i) result in substantial erosion or siltation on- or off-site;			**X**	
ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site.			**X**	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
iv) impede or redirect flood flows?			**X**	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

Discussion: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2 percent annual chance floodplains. An Early Consultation referral response received from Stanislaus County Department of Public Works (PW) indicated that a grading, drainage, and erosion and sediment control plan for the project will be required, subject to PW review and Standards and Specifications.

The site is listed on the EnviroStor database managed by the CA Department of Toxic Substances Control for groundwater and soil contamination and is considered remediated with the possible exception of a hotspot of hexavalent chromium. The only ongoing activity is groundwater monitoring which occurs once per year.

The California Safe Drinking Water Act (California Health and Safety Code (CHSC) Section 116275(h)) defines a Public Water System as a system for the provision of water for human consumption through pipes or other constructed conveyances that has 15 or more service connections or regularly serves at least 25 individuals daily at least 60 days out of the year. A public water system includes the following:

1. Any collection, treatment, storage, and distribution facilities under control of the operator of the system that are used primarily in connection with the system.

2. Any collection or pretreatment storage facilities not under the control of the operator that are used primarily in connection with the system.

3. Any water system that treats water on behalf of one or more public water systems for the purpose of rendering it safe for human consumption.

The existing facility is served by a private well and septic system. The original project description stated that there would be 10 daily customers. The referral response received from the Stanislaus County Department of Environmental Resources (DER) based on the original project description indicated that the project does not currently meet the definition of a public water system but may in the future. DER requested that the applicant contacts DER if the water system ever meets the definition of a public water system. However, based on clarifying information received from the applicant regarding the number of daily visitors, the project will meet the definition of a public water system. Accordingly, the applicant must submit an application for a water supply permit with the associated technical report to Stanislaus County DER which will determine if the well water meets State mandated standards for water quality and must also obtain concurrence from the State of California Water Resources Control Board (SWRCB), Drinking Water Division, in accordance with CHSC Section 116527 (SB1263). If the well water does not meet State standards, the applicant may need to either drill a new well or install a water treatment system for the current well. The property owner shall provide to the DER an application for a water supply permit along with a full technical report demonstrating that the water system will meet all requirements of a water system: including, but not limited to capacity, source water, treatment plant modifications, water works standards, and the California Environmental Quality Act (CEQA). DER also commented any proposal to modify, upgrade, or replace any portion of the existing onsite wastewater treatment system (OWTS) is subject to approval by the DER; if there is an increase to the facility's drainage fixtures or the number of users, the existing OWTS shall be subject to review and required to be upgraded to accommodate the change in wastewater flows; any new building shall be by individual Primary and Secondary wastewater treatment units, operated under conditions and guidelines established by Measure X; and that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met. While no additional structures or amendments to the existing well or septic system are currently proposed, these comments will be applied to the project as development standards.

The Sustainable Groundwater Management Act (SGMA) was passed in 2014 with the goal of ensuring the long-term sustainable management of California's groundwater resources. SGMA requires agencies throughout California to meet certain requirements including forming Groundwater Sustainability Agencies (GSA), developing Groundwater Sustainability Plans (GSP), and achieving balanced groundwater levels within 20 years. The site is located in the Turlock Subbasin Groundwater Basin Association (TSGBA) GSA, which manages the East and West Turlock Subbasins. A Groundwater Sustainability Plan has been submitted to the California Department of Water Resources (DWR) and is currently going through the review process.

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided an Early Consultation referral response requesting that the applicant coordinate with their agency to determine if any permits or Water Board requirements be obtained/met prior to operation. Development standards will be added to the project requiring the applicant comply with this request prior to issuance of a building permit.

The project site is served by the Turlock Irrigation District (TID). An Early Consultation referral response was received from TID stating that an irrigation pipeline and 25-foot easement belonging to Improvement District 94B, known as the Otto-Swanson Ditch (pipeline), is located about 140 feet into the property and that the concrete pipeline and the associated above ground structures must be protected at all times, and no vehicles shall be driven or parked over this pipeline, except at the existing asphalt driveway crossing. This comment will be applied to the project as a development standard.

The project proposes to maintain all stormwater on-site via storm via overland discharge. An Early Consultation referral response received from Stanislaus County Department of Public Works (PW) indicated that a grading, drainage, and erosion and sediment control plan for the project will be required and the plan shall show enough information to verify that runoff from the project will be contained on-site. This comment will be applied as a development standard.

As a result of the project details, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact.

Mitigation: None.

References: Referral response received from Stanislaus County Department of Public Works, dated October 25, 2022; Referral Response from Central Valley Regional Water Quality Control Board, dated May 4, 2022; Referral response from the Turlock Irrigation District (TID), dated April 21, 2022; Referral response received from the Stanislaus County Department

of Environmental Resources (DER), Environmental Health Division, dated April 28, 2022 and August 26, 2022; Stanislaus County General Plan and Support Documentation[1].

XI. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion: The project site has a zoning designation of P-D (298), which was approved by the Board of Supervisors on April 19, 2005 under General Plan Amendment No. 2000-09 and Rezone No. 2000-12 – Valley Wood Preserving, Inc., to allow truck, recreational vehicles, and equipment parking and storage, and office, warehousing and storage within the existing buildings. However, no development took place resulting in an expired Planned Development. Accordingly, a rezone is required in order to approve development of the site. The project site as previously utilized as a wood preservation facility between 1973 and 1979. The project site is improved with the following: an existing 1,200 square-foot office, 2,500 square-foot shop with a 1,000 square-foot awning, 2,600 square-foot storage building, 11,000 square-foot pole barn, asphalt/concrete parking areas, lighting affixed to the existing buildings 10-20 feet in height, six 40-foot-tall free-standing poles, and six-foot-tall chain link fencing around the perimeter of the site. The applicant is proposing to stripe the existing asphalt area with 58 parking spaces for tractor-trailer combinations and install a new gravel parking lot with 13 spaces for employee parking adjacent to the existing storage building. The office will be used for the employees as a breakroom and for document storage. The shop will be used for light maintenance including changing tires, visual inspection, and checking fluid levels of semi-trucks, which will be open to the public by appointment only and will not offer services to passenger vehicles. The storage building will be utilized to store forklifts, load docks, spare parts, tools, and personal or business documents. Proposed landscaping will consist of a combination of trees and shrubs creating a 20-foot-wide planting strip along the entirety of the road frontage, and privacy slats will be added to the existing chain link fencing along the side and rear property lines. No additional buildings or signage are proposed. Lighting will be added to four of the existing poles and the other two poles will be removed.

The County's Agricultural Element's Agricultural Buffer Guidelines states that new or expanding uses approved by discretionary permit in the A-2 zoning district or on a parcel adjoining the A-2 zoning district should incorporate a minimum 150-foot-wide agricultural buffer setback, or 300-foot-wide buffer setback for people-intensive uses, to physically avoid conflicts between agricultural and non-agricultural uses. Public roadways, utilities, drainage facilities, rivers and adjacent riparian areas, landscaping, parking lots, and similar low people-intensive uses are permitted uses within the buffer setback area. The facility proposes to operate with a maximum of three employees on a shift. The project site is adjacent to A-2 zoned land to the west, south, and north. The adjacent parcels to the west are planted in orchards and row crops. To the south and north, the project is adjacent to land that is not in production agriculture. To the east is South Golden State Boulevard and the parcels east of the road are zoned Industrial. The buildings meet the 150-foot buffer to the north and west, and no buffer is required to the east. On the south, the buildings are set back 16± feet from the property Accordingly, a reduced buffer of 16 feet on the southern property line is proposed. Additionally, the entirety of the site will be fenced to prevent trespassing. The project was referred to the Stanislaus County Agricultural Commissioner, and a response was received referring to the Stanislaus County Buffer and Setback Guidelines for compliance with buffer setback and trespassing prevention.

The project site is located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The project was referred to the City, which responded with no objection and is requesting that full frontage improvements consisting of curb, gutter, and sidewalks be installed along the project site. The City has requested that the proposed project include landscaping to City standards be installed along the project site road frontage, within the parking areas, and along the eastern boundary line of the project to provide additional screening of the site. The City has also requested that no storage of equipment or machinery be visible from the right-of-way, and that drive aisles, vehicle storage areas and parking lots be paved in accordance with City standards. The County's General Plan Sphere of Influence policy states that any development, other than agricultural uses and churches, which requires discretionary approval and is within the sphere of influence of cities, shall not be approved unless first approved by the city within whose

sphere of influence it lies or by the city for which areas of specific designation were agreed. Development requests within the spheres of influence or areas of specific designation of any incorporated city shall not be approved unless the development is consistent with agreements with the cities which are in effect at the time of project consideration. Such development must meet the applicable development standards of the affected city as well as any public facilities fee collection agreement in effect at the time of project consideration.

To approve a Rezone, the Planning Commission must find that it is consistent with the General Plan. The existing Planned Development general plan designation and rezoning the parcel to Planned Development would be consistent.

The project will not physically divide an established community nor conflict with any habitat conservation plans.

Mitigation: None.

References: Application information; Referral response received from the Agricultural Commissioner's Office, dated May 4, 2022; Referral response from the City of Turlock, dated February 27, 2023; dated Stanislaus County General Plan and Support Documentation[1].

XII. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			**X**	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			**X**	

Discussion: The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no known significant resources on the site, nor is the project site located in a geological area known to produce resources.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

XIII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			**X**	

Discussion: The proposed project shall comply with the noise standards included in the General Plan and Noise Control Ordinance. The parcels to west, north, and south have scattered single-family dwellings. There are also multiple truck parking operations within the vicinity. Directly to the east is South Golden State Boulevard, the Southern Pacific Railroad, and Paulson Road. The parcels to the east have commercial and industrial uses. The Stanislaus County General Plan identifies noise levels up to 55 dB Ldn (or CNEL) as the normally acceptable level of noise for residential uses. The site itself is impacted by traffic generated on South Golden State Boulevard, the Southern Pacific Railroad, Paulson Road, the commercial and industrial uses to the east, and farming occurring on the adjacent parcels to the west. The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. On-site grading and construction resulting from this project may result in a temporary increase in the area's ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise.

The site is not located within an airport land use plan.

Mitigation: None.

References: Stanislaus County Noise Control Ordinance (Title 10); Stanislaus County General Plan, Chapter IV – Noise Element, Stanislaus County General Plan and Support Documentation[1].

XIV. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			**X**	

Discussion: The site is not included in the vacant sites inventory for the 2016 Stanislaus County Housing Element, which covers the 5th cycle or the draft sites inventory for the 6th cycle Regional Housing Needs Allocation (RHNA) for the

County and will therefore not impact the County's ability to meet their RHNA. No population growth will be induced, nor will any existing housing be displaced as a result of this project.

Mitigation: None.

References: Application information; and Stanislaus County General Plan and Support Documentation[1].

XV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project result in the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			**X**	
Fire protection?			**X**	
Police protection?			**X**	
Schools?			**X**	
Parks?			**X**	
Other public facilities?			**X**	

Discussion: The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. County adopted Public Facilities Fees, as well as fire and school fees are required to be paid based on the development type prior to issuance of a building permit.

This project site is located within the Turlock Unified School District, Turlock Rural Fire Protection District, Turlock Irrigation District, and is served by the Sherriff for police protection and Stanislaus County Parks and Recreation for parks.

The existing facility is served by a private well and septic system. A referral response received from Stanislaus County Department of Environmental Resources (DER) stated that any proposal to modify, upgrade, or replace any portion of the existing onsite wastewater treatment system (OWTS) is subject to approval by the DER; if there is an increase to the facility's drainage fixtures or the number of users, the existing OWTS shall be subject to review and required to be upgraded to accommodate the change in wastewater flows; any new building shall be by individual Primary and Secondary wastewater treatment units, operated under conditions and guidelines established by Measure X; and that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met. While no additional structures or amendments to the septic system are currently proposed, these comments will be applied to the project as development standards.

The project was referred to Stanislaus County Public Works (PW), and a referral response was received requesting that no parking, no loading or unloading of vehicles shall be permitted within the road right-of-way of Golden State Boulevard; the developer install or pay for the installation of any signs and/or markings, if necessary; an encroachment permit be obtained before any work is done in the road right-of-way; all driveways shall be installed as per Stanislaus County Public Work Standards and Specifications; street improvements to be installed along the parcel frontage of Golden State Boulevard; a cross access easement shall be recorded for the two parcels that are part of the project site; and that a grading, drainage, and erosion/sediment control plan for the project site be submitted. All of Public Works' comments will be added to the project as development standards.

The project site is located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The project was referred to the City, which responded with comments requiring the project be held to City standards and design guidelines. The City's comments will be applied to the project as development standards.

The project is not anticipated to have any significant adverse impact on County services.

Mitigation: None.

References: Application information; Referral response received from the Stanislaus County Department of Environmental Resources (DER), Environmental Health Division, dated April 28, 2022 and August 26, 2022; Referral response received from Stanislaus County Department of Public Works, dated October 25, 2022; Referral response from the City of Turlock, dated February 27, 2023; Stanislaus County General Plan and Support Documentation[1].

XVI. RECREATION --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

Discussion: This project will not increase demands for recreational facilities, as such impacts typically are associated with residential development. Public Facility Fees will be required to be paid with any building permit issuance, which includes fees for County Parks and Recreation facilities.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

XVII. TRANSPORTATION -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

Discussion: This is a request to rezone two parcels, totaling 13.1 acres, from Planned Development (P-D) (298) to a new Planned Development (P-D) to allow for the development of a commercial truck parking facility. The proposed hours of operation are seven days a week from 9:00 a.m. to 5:00 p.m. with a maximum of three employees on-site for the office and shop. Up to five daily customers are expected to utilize the shop for maintenance services, which will be available to semi-trucks by appointment only and not passenger vehicles. However, the site will be open to operators renting a space at the facility through a secured access gate, 24 hours a day, seven days a week. Although the applicant is proposing a total of 58 spaces, 29 of the spaces are expected to be utilized by long haul operators that will not be accessing the site

daily. Accordingly, the applicant anticipates up to 29 operators visiting the site per-day, three employees per-day, five maintenance customers a day, and one weekly vehicle trip for the delivery of parts, for an average of 75 estimated trips per-day.

Typically, trucking operations fall into two categories: "Long haul" or "Local Distribution or Agricultural Harvesting / Processing Support." The project anticipates approximately 29 of the 58 spaces (50%) will be utilized by long haul trucks, which are expected to be gone for approximately one week at a time. It is anticipated that the remaining 29 spaces will be utilized by short haul trucks which are expected every other day but may make daily trips.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. OPR guidance notes that CEQA VMT analysis is intended to focus on passenger vehicles. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. As stated previously, the project proposes 75 trips per-day, which is below the VMT threshold.

The project site currently has access from South Golden State Boulevard, a County-maintained road. The project was referred to Stanislaus County Public Works (PW), and a referral response was received requesting that no parking, no loading or unloading of vehicles shall be permitted within the road right-of-way of Golden State Boulevard; the developer install or pay for the installation of any signs and/or markings, if necessary; an encroachment permit be obtained before any work is done in the road right-of-way; all driveways shall be installed as per Stanislaus County Public Work Standards and Specifications; street improvements to be installed along the parcel frontage of Golden State Boulevard; a cross access easement shall be recorded for the two parcels that are part of the project site; and that a grading, drainage, and erosion/sediment control plan for the project site be submitted. All of Public Works' comments will be added to the project as development standards.

The project site is located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The project was referred to the City, which responded with comments requiring full frontage improvements including any necessary dedications, curb, gutter, and sidewalk; installation of a commercial driveway approach; that the proposed automatic gate should be setback from the property line to allow at least one semi-truck with trailer to pull completely off the roadway while waiting for the gate to open; and all driveways, drive aisles, and vehicle storage and parking areas be paved. These comments will be applied as development standards.

The proposed project is not anticipated to conflict with any transportation program, plan, ordinance, or policy.

Mitigation: None.

References: Referral response from the Stanislaus County Department of Public Works, dated October 25, 2022; Referral response from the City of Turlock, dated February 27, 2023; Stanislaus County General Plan and Support Documentation[1].

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Discussion: In accordance with SB 18 and AB 52, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment and no tribes have requested consultation or project referral noticing. Tribal notification of the project was not referred to any tribes in conjunction with AB 52 requirements, as Stanislaus County has not received any requests for consultation from the tribes listed with the NAHC. A records search conducted by the Central California Information Center (CCIC) for the project site indicated that there are no formally recorded prehistoric or historic archaeological resources, cultural resources, or historic buildings within the project area. It does not appear this project will result in significant impacts to any archaeological or cultural resources as the site is already paved and developed. A development standard will be placed on the project, requiring that construction activities shall be halted if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

Tribal Cultural Resources are considered to be less than significant.

Mitigation: None.

References: Application information; Central California Information Center (CCIC) Search, dated August 6, 2021; and Stanislaus County General Plan and Support Documentation[1].

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: Limitations on providing services have not been identified. This is a request to rezone two parcels, totaling 13.1 acres, from Planned Development (P-D) (298) to a new Planned Development (P-D) to allow for the development of a commercial truck parking facility.

The existing facility is served by a private well and septic system. A referral response received from Stanislaus County Department of Environmental Resources (DER) stated that any proposal to modify, upgrade, or replace any portion of the existing onsite wastewater treatment system (OWTS) is subject to approval by the DER; if there is an increase to the facility's drainage fixtures or the number of users, the existing OWTS shall be subject to review and required to be upgraded to accommodate the change in wastewater flows; any new building shall be by individual Primary and Secondary wastewater treatment units, operated under conditions and guidelines established by Measure X; and that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met. While no additional structures or amendments to the existing well or septic system are currently proposed, these comments will be applied to the project as development standards.

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided an Early Consultation referral response requesting that the applicant coordinate with their agency to determine if any permits or Water Board requirements be obtained/met prior to operation. Development standards will be added to the project requiring the applicant comply with this request prior to issuance of a building permit.

The project site is served by the Turlock Irrigation District (TID). An Early Consultation referral response was received from TID stating that an irrigation pipeline and 25-foot easement belonging to Improvement District 94B, known as the Otto-Swanson Ditch (pipeline), is located about 140 feet into the property and that the concrete pipeline and the associated above ground structures must be protected at all times, and no vehicles shall be driven or parked over this pipeline, except at the existing asphalt driveway crossing. TID also commented that the project site has an overhead 12kV distribution line fronting the property and running along the southern property line and that the developer must apply for a facility change for any pole or electrical facility relocation. These comments will be applied to the project as development standards.

The project site is located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The project was referred to the City, which responded with comments stating that existing

overhead electrical, telephone, cable television, and similar utility lines which are located within the boundaries of the property and serving the buildings be installed underground. These comments will be applied as development standards.

No significant impacts related to Utilities and Services Systems have been identified.

Mitigation: None.

References: Application information; Referral response received from the Stanislaus County Department of Environmental Resources (DER), Environmental Health Division, dated April 28, 2022 and August 26, 2022; Referral response from the Stanislaus County Department of Public Works, dated October 25, 2022; Referral Response from Central Valley Regional Water Quality Control Board, dated May 4, 2022; Referral response from the Turlock Irrigation District (TID), dated April 21, 2022; Referral response from the City of Turlock, dated February 27, 2023; Stanislaus County General Plan and Support Documentation[1].

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

Discussion: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to a County-maintained road. The site is located in a Local Responsibility Area (LRA) for fire protection, and is served by the Turlock Rural Fire Protection District. The project was referred to the District, but no response was received. California Building Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and embers. Building permits will be required for the any tenant improvements or change of occupancy type and will be required to meet fire code, which will be verified through the building permit review process. A grading and drainage plan will be required from Public Works; all fire protection and emergency vehicle access standards met. These requirements will be applied as development standards for the project.

Wildfire risk and risks associated with postfire land changes are considered to be less than significant.

Mitigation: None.

References: Application information; California Fire Code Title 24, Part 9; California Building Code Title 24, Part 2, Chapter 7; Stanislaus County Local Hazard Mitigation Plan; Referral response from the Stanislaus County Department of Public Works, dated October 25, 2022; Stanislaus County General Plan and Support Documentation[1].

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion: This is a request to rezone two parcels, totaling 13.1 acres, from Planned Development (P-D) (298) to a new Planned Development (P-D) to allow for the development of a commercial truck parking facility. The project site is improved with a 1,200 square-foot office, 2,500 square-foot shop with a 1,000 square-foot awning, 2,600 square-foot storage building, 11,000 square-foot pole barn, asphalt/concrete parking areas, lighting affixed to the existing buildings 10-20 feet in height, six 40-foot-tall free-standing poles, and six-foot-tall chain link fencing around the perimeter of the site. The applicant is proposing to stripe the existing asphalt area with 58 parking spaces for tractor-trailer combinations and install a new gravel parking lot with 13 spaces for employee parking adjacent to the existing storage building. No new buildings are proposed. The site is listed on the EnviroStor database managed by the CA Department of Toxic Substances Control for groundwater and soil contamination, and is considered remediated with the possible exception of a hotspot of hexavalent chromium. The only ongoing activity is groundwater monitoring which occurs once per year.

The project site and surrounding area are located within the Stanislaus County Local Agency Formation Commission (LAFCO) adopted Sphere of Influence for the City of Turlock. The city limits are located approximately .25 miles west of the project site. The area to the east of the project site is zoned Industrial (M). The adjacent land to the north, south, and west is zoned General Agriculture (A-2-40) and is subject to meeting the uses allowed under the A-2 zoning district. Any further development on the parcels with an A-2 zoning designation would be required to obtain land use entitlements prior to development, which would require additional environmental review, and would require support from the City of Turlock.

An analysis of potential projects in the vicinity of the project site that could contribute to cumulative traffic impacts found two projects: Use Permit Application No. PLN2024-0084 – Jasson Trucking has been submitted to legalize an existing truck parking facility located at 2401 Youngstown Road, which is two parcels south of the project site; and Use Permit Application No. PLN2023-0134 – Lucky Star Logistics is also a request to legalize an existing truck parking facility, located at 1005 E Greenway Avenue, 0.66 miles west of the project site. The County has also issued a Notice of Violation for seven unpermitted truck parking facilities within 1.28 acres of the project site, all with a zoning designation of General Agriculture (A-2). While only two applications are currently being processed by the County, each of the seven unpermitted trucking parking facilities could apply for a use permits for truck parking, which in the A-2 zoning district are limited to 12 truck tractors and 24 trailers per site.

As discussed in Section X – *Hydrology and Water Quality*, the use of the existing well for the project site meets the definition of a public water system. Accordingly, the applicant must submit an application for a water supply permit with the associated technical report to Stanislaus County DER. The system must also obtain concurrence from the State of California Water

Resources Control Board (SWRCB), Drinking Water Division. If the well water does not meet State of California standards, the applicant may need to either drill a new well or install a water treatment system for the new well. Title 22 compliant well testing will take place during the test well process, which may be subject to additional environmental review.

Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

Mitigation: None.

References: Initial Study; Stanislaus County General Plan and Support Documentation[1].

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[1] Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. ***Housing Element*** adopted on April 5, 2016.

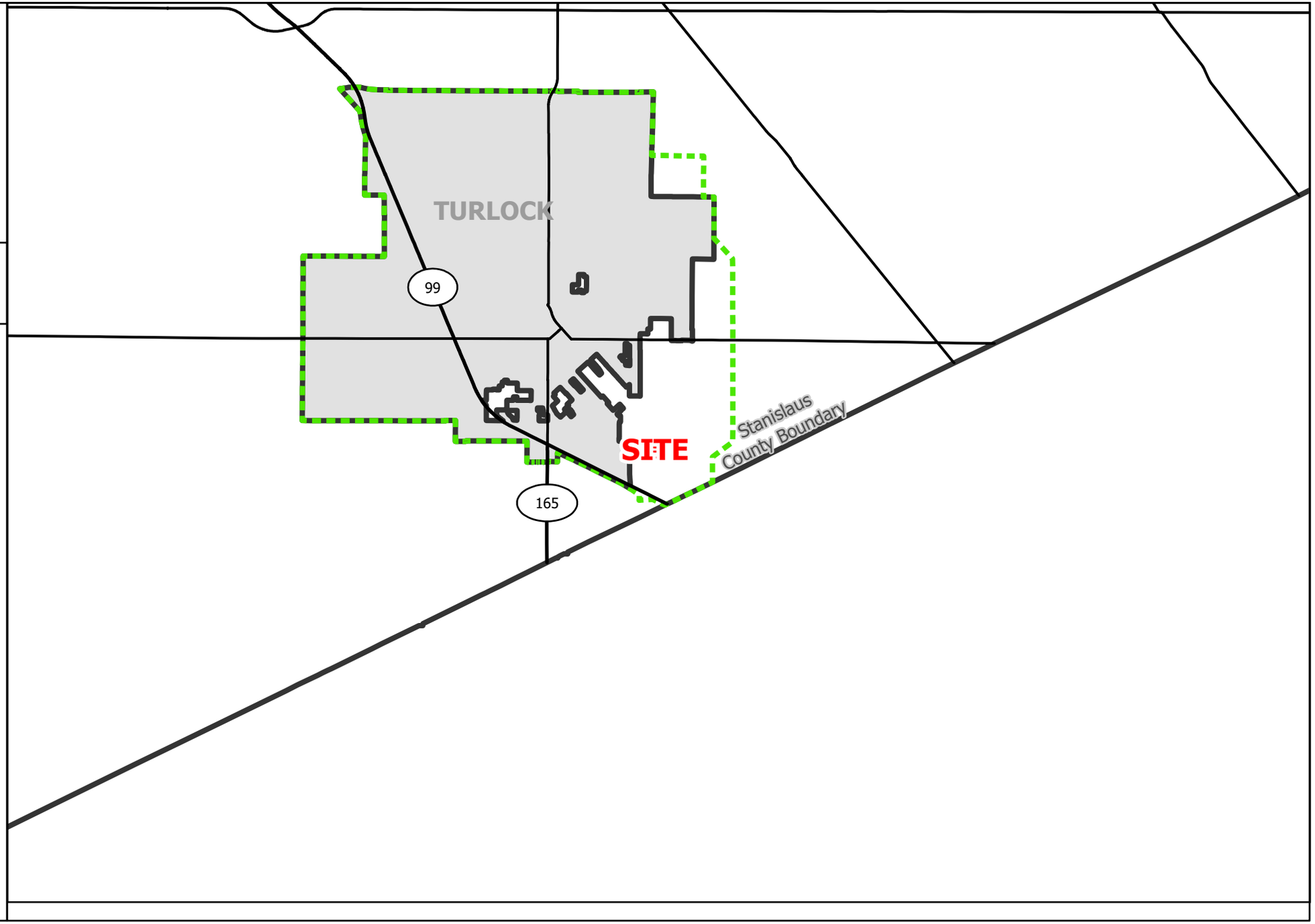
Golden State Trucking Parking

REZ PLN2021-0113

AREA MAP

LEGEND

- Project Site
- Sphere of Influence
- Highway
- Major Road
- COUNTY
- TURLOCK



N

0 1 3 Miles

0 2 3 Kilometers

Source: Planning Department GIS

Date Exported: 8/19/2024

Golden State Trucking Parking

REZ PLN2021-0113

GENERAL PLAN

LEGEND

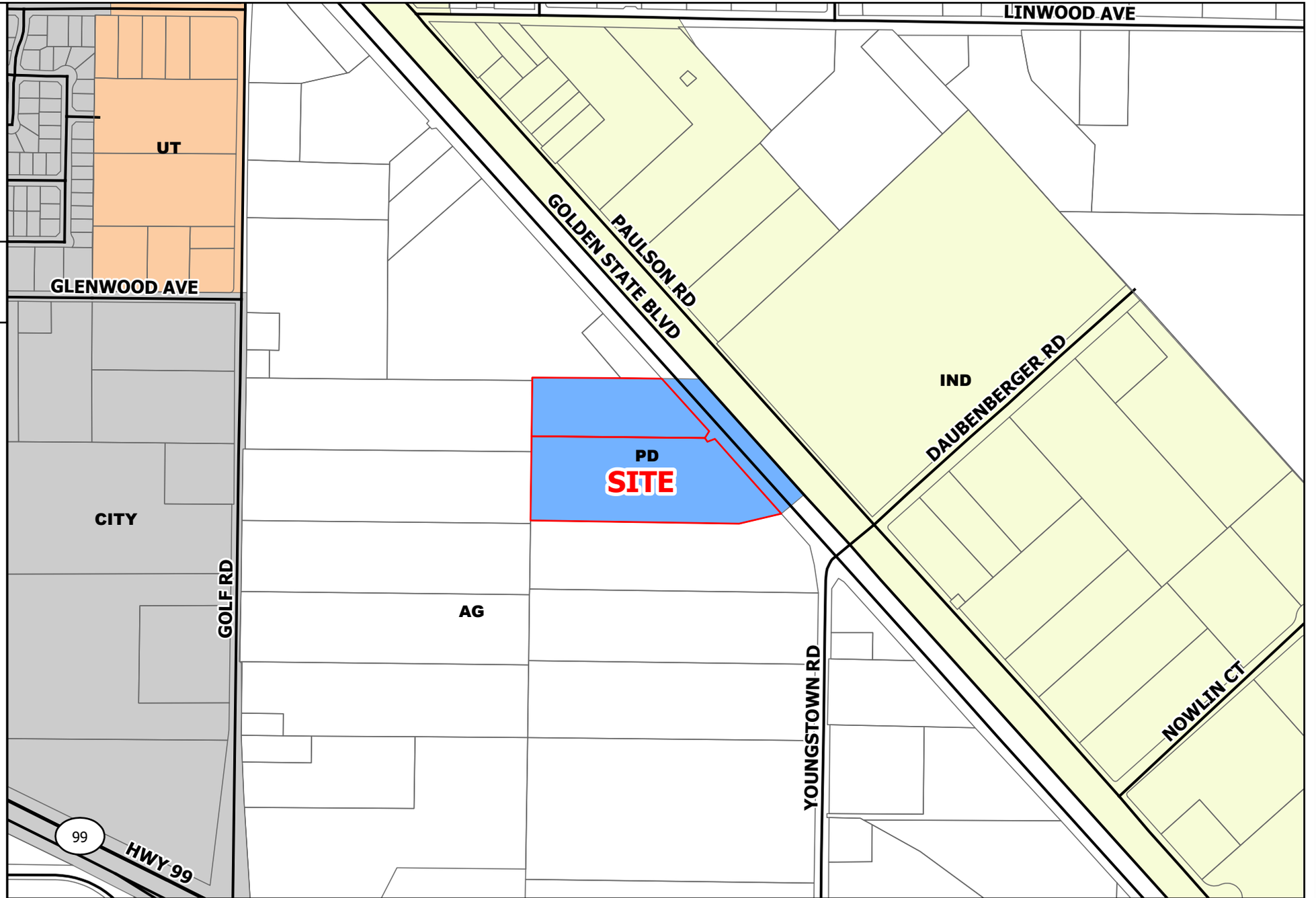
- Project Site
- Parcel
- Agriculture
- City
- Industrial
- Planned Development
- Urban Transition
- Street

N

0 490 980 Feet

0 125 250 Meters

Source: Planning Department GIS Date Exported: 8/19/2024



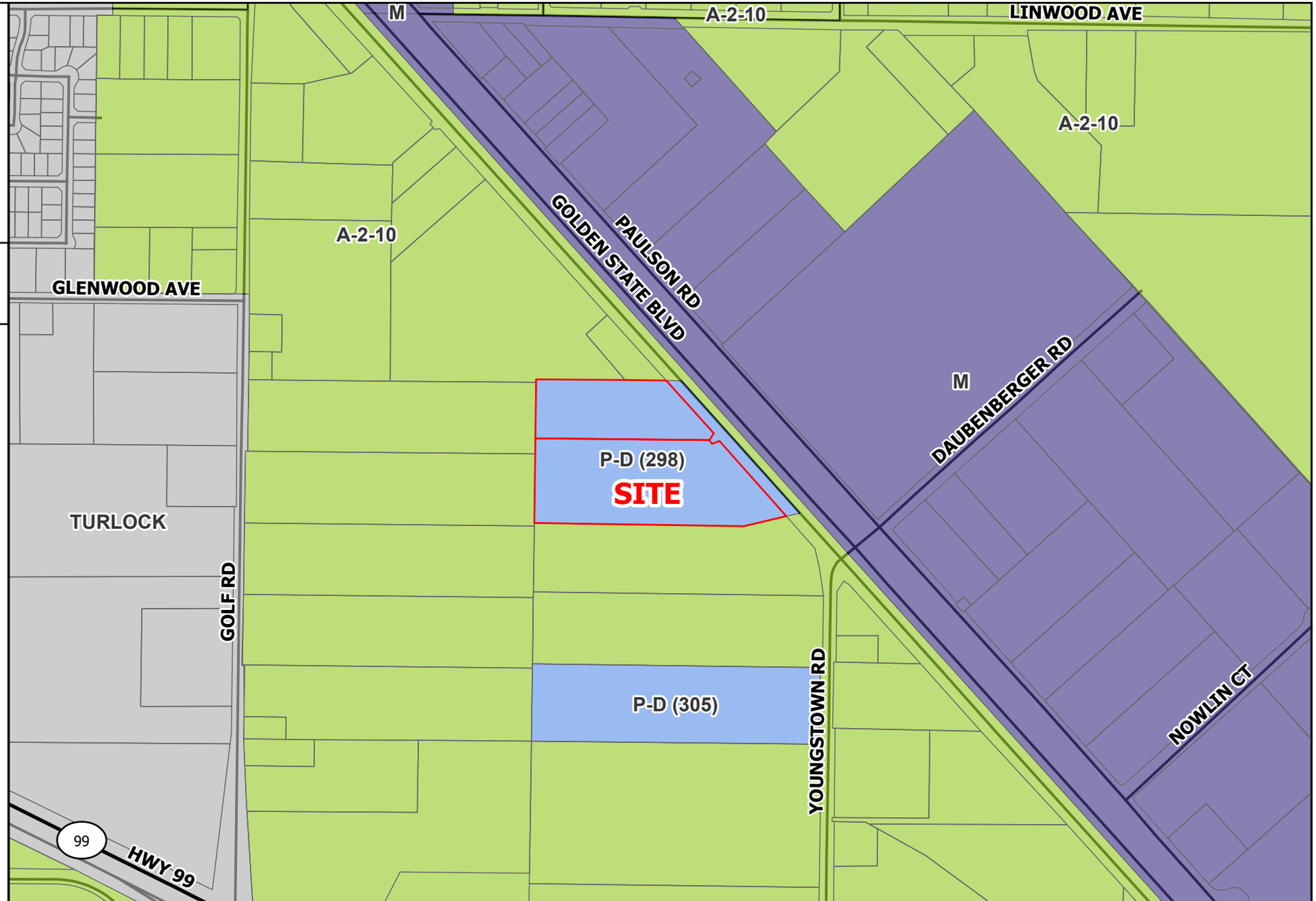
Golden State Trucking Parking

REZ PLN2021-0113

ZONING

LEGEND

- Highway
- Project Site
- Parcel
- General Agriculture 10 Acre
- City
- Industrial
- Planned Development; P-D (333); P-D (344); P-D (345); P-D
- Planned Development; P-D (333); P-D (344); P-D (345); P-D
- Street



N

0 490 980 Feet

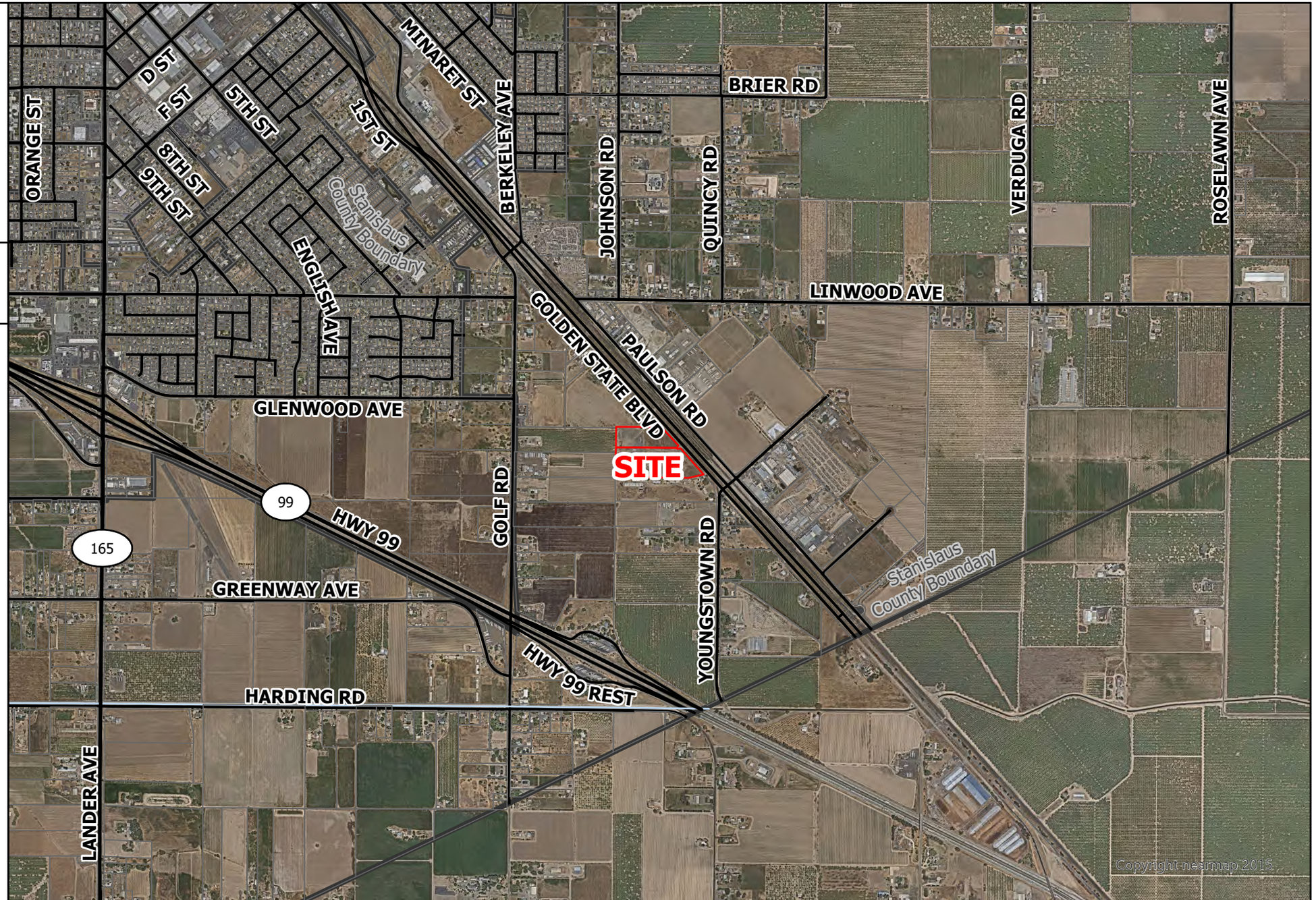
0 125 250 Meters

Source: Planning Department GIS Date Exported: 8/19/2024

Golden State Trucking Parking

REZ PLN2021-0113

2023 AERIAL AREA MAP



LEGEND

- Project Site
- Parcel
- Highway
- Major Road
- Street
- Canal
- COUNTY

N

0 1,250 2,500 Feet

0 362.5 725 Meters

Source: Planning Department GIS

Date Exported: 8/19/2024

Golden State Trucking Parking

REZ PLN2021-0113

2023 AERIAL SITE MAP

LEGEND

- Project Site
- Parcel
- Street

N

0 105 210 Feet

0 25 50 Meters

Source: Planning Department GIS Date Exported: 8/19/2024

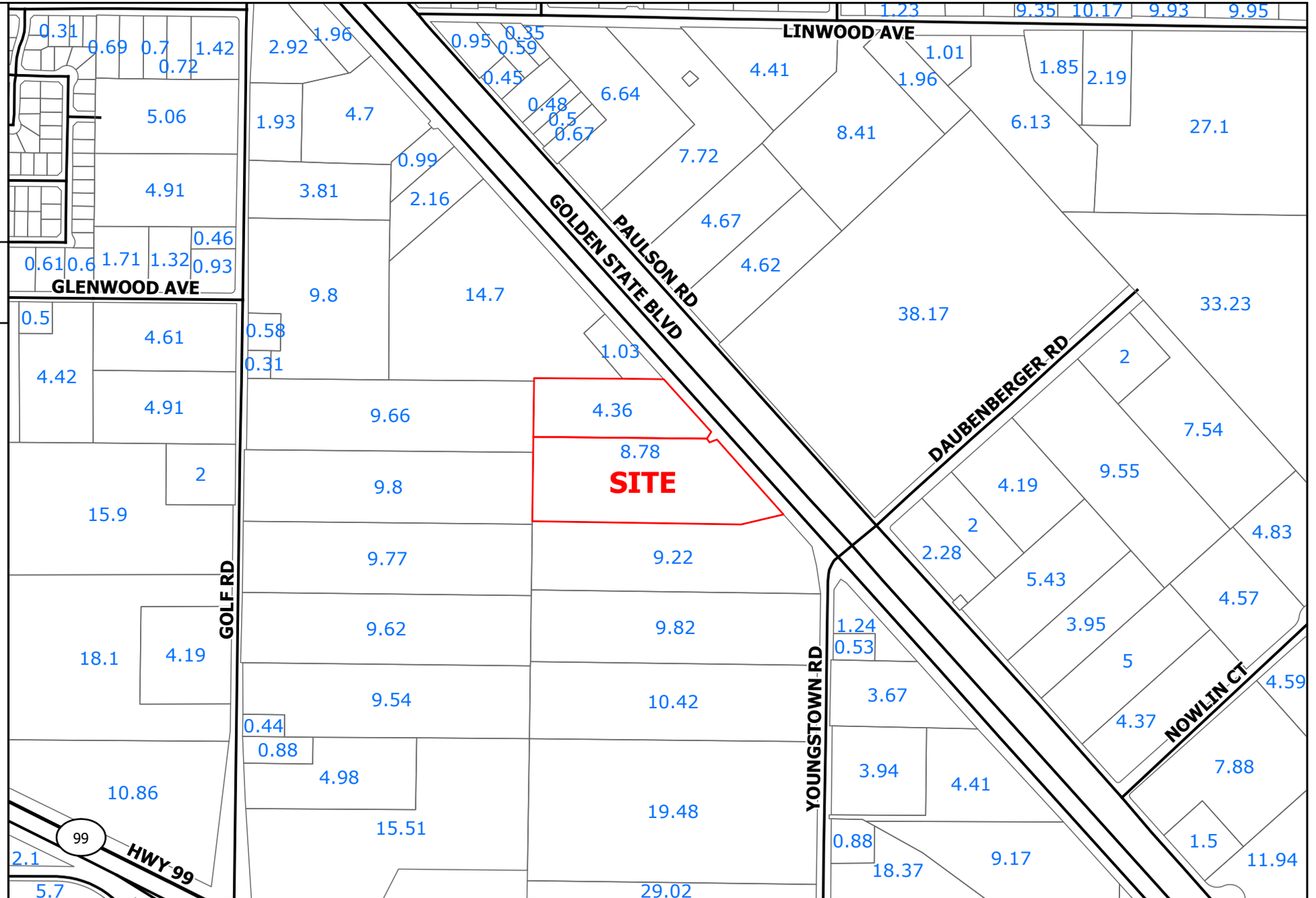
Golden State Trucking Parking

REZ PLN2021-0113

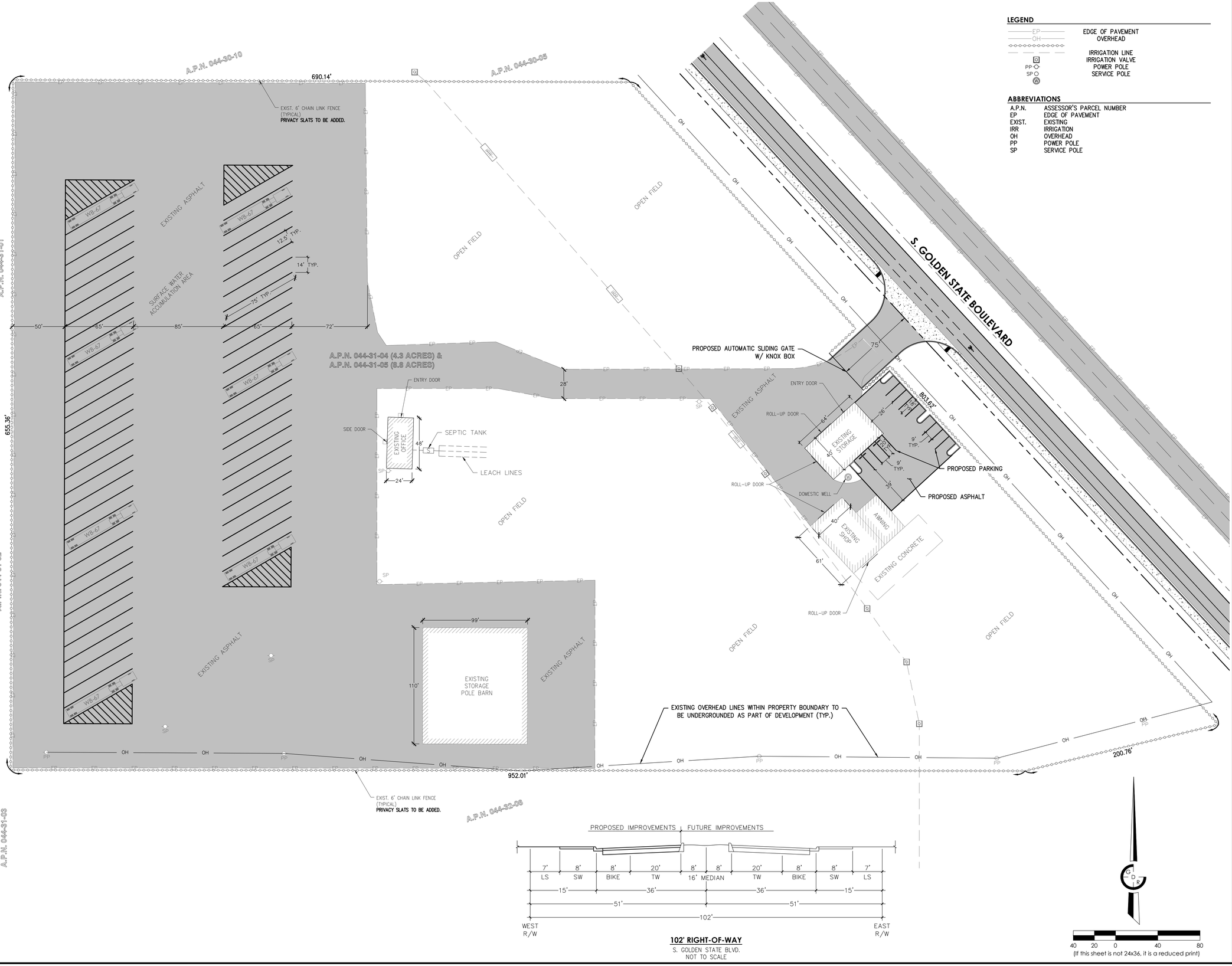
ACREAGE MAP

LEGEND

- Project Site
- Parcel
- Acres
- Street



Source: Planning Department GIS Date Exported: 8/19/2024



PROPOSED IMPROVEMENTS | FUTURE IMPROVEMENTS

7'	8'	8'	20'	8'	8'	20'	8'	8'	7'
LS	SW	BIKE	TW	16' MEDIAN		TW	BIKE	SW	LS

15' – 36' – 36' – 15' = 102'

WEST R/W — EAST R/W

102' RIGHT-OF-WAY
S. GOLDEN STATE BLVD.
NOT TO SCALE

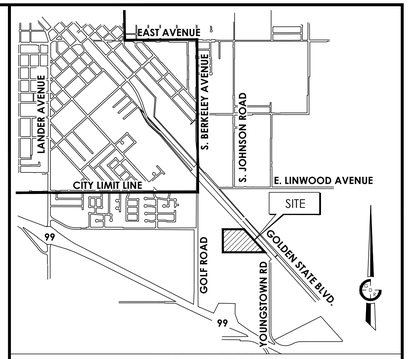
40 20 0 40 80
(If this sheet is not 24x36, it is a reduced print)

LEGEND

EP	EDGE OF PAVEMENT
OH	OVERHEAD
	IRRIGATION LINE
	IRRIGATION VALVE
PP	POWER POLE
SP	SERVICE POLE

ABBREVIATIONS

A.P.N.	ASSESSOR'S PARCEL NUMBER
EP	EDGE OF PAVEMENT
EXIST.	EXISTING
IRR	IRRIGATION
OH	OVERHEAD
PP	POWER POLE
SP	SERVICE POLE



VICINITY MAP

CITY OF TURLOCK, STANISLAUS COUNTY, STATE OF CALIFORNIA

PROPERTY OWNER

NAME:	COMMERCIAL DEVELOPMENT CO INC / VALLEY WOOD PRESERVING
MAILING ADDRESS:	1515 DES PERES RD, #300
CITY/STATE/ZIP:	SAINT LOUIS, MO 63131
PHONE:	(209) 632-9931
SITE ADDRESS:	2119 & 2237 S. GOLDEN STATE BLVD.
CITY/STATE/ZIP:	TURLOCK, CA 95380

APPLICANT

NAME:	JITENDAR SINGH
MAILING ADDRESS:	3794 APPLE BLOSSOM LANE
CITY/STATE/ZIP:	TURLOCK, CA 95382
PHONE:	(209) 648-7687
EMAIL:	turna_83238@yahoo.com

EXISTING CONDITIONS

A.P.N.:	044-031-004 & 044-031-005
EXISTING PARCELS:	2
EXISTING ACREAGE:	±4.3 ACRES (044-031-004) ±8.8 ACRES (044-031-005)
EXISTING GENERAL PLAN:	PLANNED DEVELOPMENT (PD)
EXISTING ZONING:	PLANNED DEVELOPMENT (PD)

PROPOSED PROJECT

PROPOSED ZONING:	PLANNED DEVELOPMENT (PD)
OFFICE:	±1,200 SQ. FT.
STORAGE:	±2,600 SQ. FT.
SHOP:	±2,500 SQ. FT.
STORAGE POLE BARN:	±11,000 SQ. FT.
OFFICE PARKING REQUIRED:	1 SPACE PER 300 SQ. FT. → 4 SPACES
SHOP PARKING REQUIRED:	1 SPACE PER 300 SQ. FT. → 9 SPACES
TOTAL PARKING REQUIRED:	13 SPACES
PARKING PROVIDED:	13 SPACES
TRACTOR/TRAILER PARKING:	58 SPACES

NOTES

WATER:	EXISTING ON-SITE WELL
SEWER:	EXISTING ON-SITE SEPTIC SYSTEM
STORM DRAINAGE:	OVERLAND DISCHARGE

1. DEVELOPER RESERVES THE RIGHT TO DEVELOP THE PROJECT IN MULTIPLE PHASES OR SEQUENCE OF PHASES.
2. ALL IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF TURLOCK IMPROVEMENT STANDARDS.
3. THE CONCEPTUAL LANDSCAPING PLAN ATTACHED HEREUPON IS PROVIDED TO SHOW THE FUTURE INTENT TO PROVIDE LANDSCAPING, AND THESE IMPROVEMENT WILL NOT OCCUR WITH THIS DEVELOPMENT PLAN. THE DEVELOPER SHALL INCORPORATE THIS INTO A FUTURE DEVELOPMENT PLANS AND APPLICATION.

PROPERTY DESCRIPTION

A PORTION OF LOTS 13 AND 14 OF YOUNGSTOWN COLONY, AS SHOWN ON THE OFFICIAL MAP FILED FOR RECORD IN BOOK 1 OF MAPS, PAGE 28, STANISLAUS COUNTY RECORDS, ALSO BEING A PORTION OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 10 EAST, MOUNT DIABLO MERIDIAN, CITY OF TURLOCK, STANISLAUS COUNTY, CALIFORNIA.

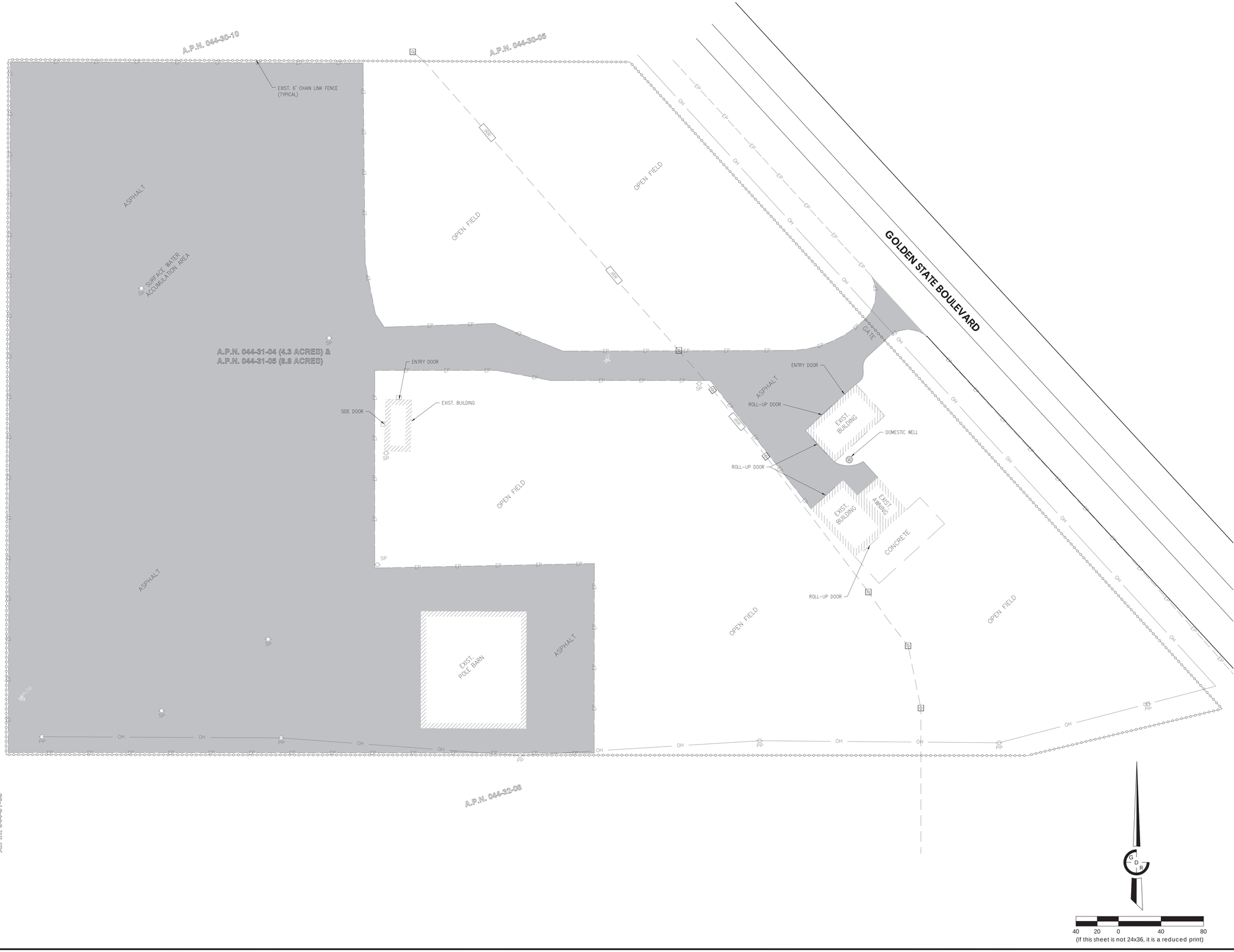
SHEET INDEX

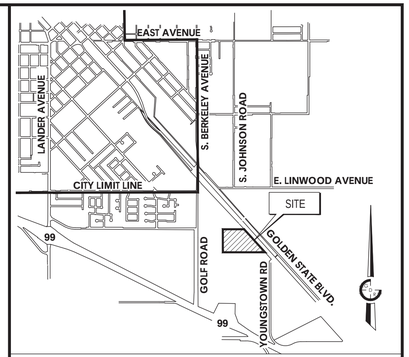
1. DEVELOPMENT PLAN
2. TOPOGRAPHIC MAP
3. EXISTING BUILDING ELEVATIONS
L0. CONCEPTUAL LANDSCAPING PLAN

GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3360 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM

JITENDAR SINGH
2119 & 2237 S. GOLDEN STATE BLVD.
DEVELOPMENT PLAN

SCALE: 1"=40' DATE: 02/27/2024
DWG NO. 21034 Dev Plan.dwg
DRAWN: HS
CHECKED: SH
SHEET: 1 OF 4
FILE NO. 21034





VICINITY MAP

CITY OF TURLOCK, STANISLAUS COUNTY, STATE OF CALIFORNIA

LEGEND

EP	EDGE OF PAVEMENT
OH	OVERHEAD
	FENCE
IRR	IRRIGATION LINE
	IRRIGATION VALVE
PP	POWER POLE
SP	SERVICE POLE
W	WELL

ABBREVIATIONS

A.P.N.	ASSESSOR'S PARCEL NUMBER
EP	EDGE OF PAVEMENT
EXIST.	EXISTING
IRR	IRRIGATION
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40 20 0 40 80

(If this sheet is not 24x36, it is a reduced print)

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TELEPHONE: (209) 538-3360 FAX: (209) 538-7370

WWW.GDRENGINEERING.COM

JITENDAR SINGH

2119 & 21237 S. GOLDEN STATE BLVD.

TOPOGRAPHIC MAP

SCALE: 1"=40' DATE: 10/25/2021

DWG NO. 21034 Topo.dwg

DRAWN: HS

CHECKED: SH

SHEET: 2 OF 4

FILE NO. 21034

Existing Office - North

Existing Office - East

Existing Office - South

Existing Office - West

Existing Shop - North

Existing Shop - East

Existing Shop - South

Existing Shop - West

Existing Storage - North

Existing Storage - East

Existing Storage - South

Existing Storage - West

Existing Storage Pole Barn - North

Existing Storage Pole Barn - East

Existing Storage Pole Barn - South

Existing Storage Pole Barn - West

GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3360 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM

JITENDAR SINGH
2119 & 2237 S. GOLDEN STATE BLVD.
EXISTING BUILDING ELEVATIONS

SCALE: NTS DATE: 10/25/2021
DWG NO. 21034 Building Elevations.dwg
DRAWN: HS
CHECKED: SH
SHEET: 3 OF 4
FILE NO. 21034

Landscape Concept Statement

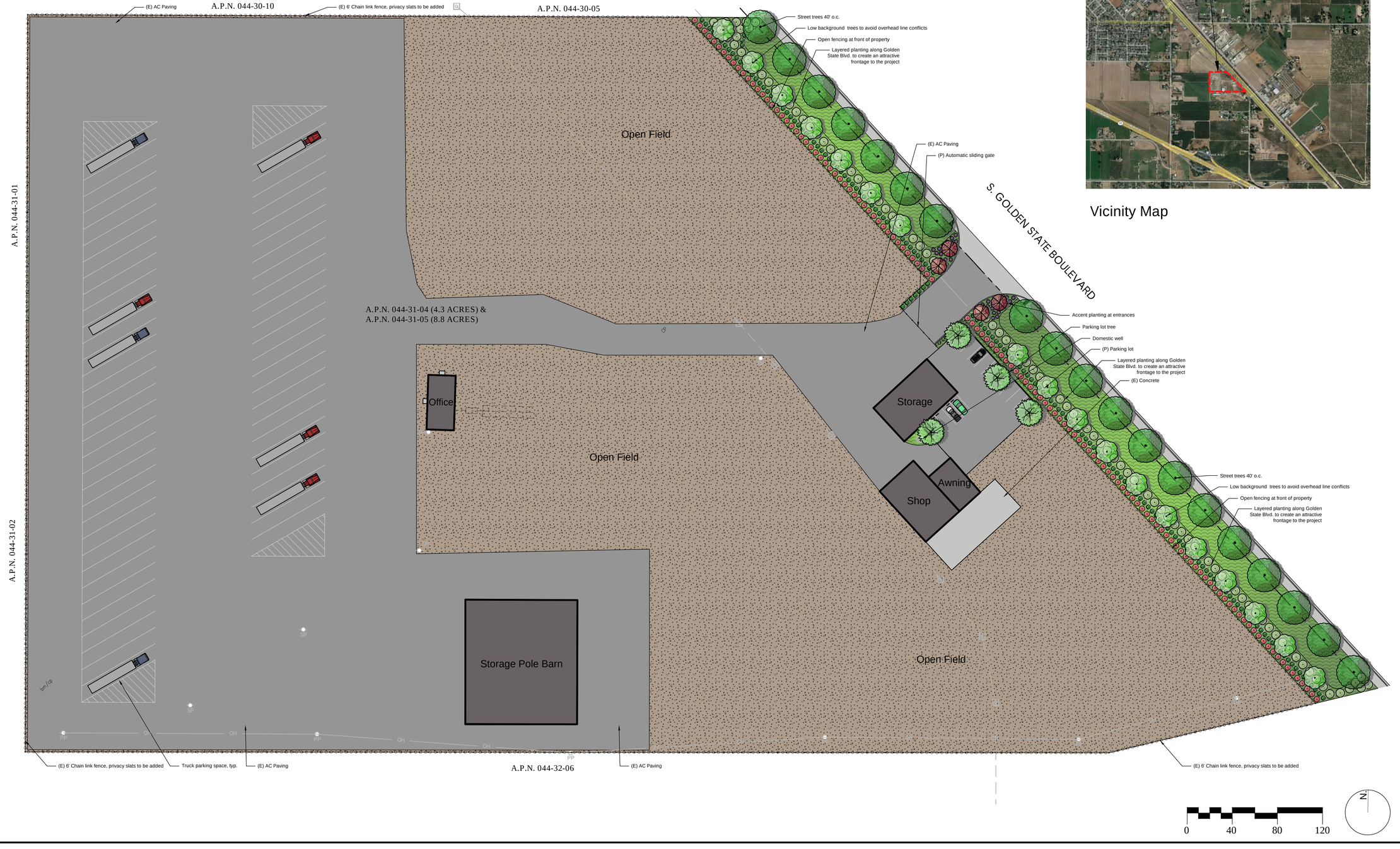
This landscape has been designed to provide a clean edge to South Golden State Boulevard and make this re-use project an attractive addition to Turlock.

The area between South Golden State Boulevard and the existing fence allow for shrub and groundcover planting for an attractive border between the project and the well traveled road. Accent planting will highlight the entry.

Turf will not be used in this project, and plants will be chosen to be low maintenance, drought tolerant, and appropriate for Turlock's planting zone.

Project Location

Vicinity Map



LICENSED LANDSCAPE ARCHITECT
LINDA A. FISH 2388
1-31-25
STATE OF CALIFORNIA

Revisions:

L LindaFish
Landscape Architect
linda@fishlandscape.com
(209)656-7177
P.L.A. #4346

Preliminary Landscape Plan

Golden State Truck Parking

2119 & 2237 S. Golden State Blvd.
Turlock, CA 95380

Scale: 1"=40'-0"

Date: 3-20-24

Drawn: LF

Sheet Number: L1

To: Jitendar Singh
3794 Apple Blossom Lane
Turlock, CA 95382
turna_83238@yahoo.com

From: Johnson Johnson and Miller Air Quality Consulting Services
Contact: Richard Miller, Managing Air Quality Specialist
rmiller.jjm.environmental@gmail.com
Kimber Johnson, Air Quality Specialist
kjohnson.jjm.environmental@gmail.com

Subject: Ambient Air Quality Analysis Screening and Health Risk Analysis for the Golden State Truck Parking Project in Turlock, CA

Date: May 10, 2023

Project Location and Description

The proposed project consists of a request to rezone two parcels, totaling 13.1 acres, from Planned Development to a new Planned Development to allow for the construction of a commercial truck parking facility with 58 stalls for tractor trailers and 13 stalls for employee vehicles (project). The project is located at 2119 and 2237 South Golden State Boulevard, east of Gold Road in the Turlock area. The Assessor's Parcel Numbers (APNs) associated with the project site include 044-031-004 and -005.

There are four existing buildings on the site, approximately 270,000 square feet of asphalt paving, and perimeter chain link fencing. No demolition or removal of hardscape is included as part of the proposed project.

Rezone and Proposed Project

The new Planned Development will facilitate the use of Truck Parking, Office, Light Maintenance Shop, and Storage on approximately 13.1 acres. The project will utilize the existing buildings for office, storage, and shop uses. The development will be secured, and access will be monitored. The proposed main hours of operation are from 9:00 AM to 5:00 PM, with 24-hour access for Truck Parking. The proposed uses of the existing buildings are proposed for operation hours of 9:00 AM to 5:00 PM with a maximum of 3 employees. The uses designated for the development are as follows:

1. Truck / Trailer Parking & Storage

2. Office, Storage, and Light Truck Maintenance within existing structures

The Development Plan indicates the proposed development of the site.

- Office ±1,200 square feet (existing building)
- Maintenance Shop ±2,500 square feet (existing building)
- Storage Building ±2,600 square feet (existing building)
- Storage Pole Barn ±11,000 square feet (existing building)
- Tractor / Trailer Spaces 58 Spaces (new)

Construction activities will include proposed stripping for the tractor/trailer parking on the existing asphalt, and a new automatic sliding gate with Knox box access for emergency situations.

The site plan for the proposed project is overlaid at the project location in Figure 1.

Figure 1 – Proposed Project Site Plan Overlay

Figure 2 shows the project site and an aerial view of the project's vicinity.

Figure 2 – Project Location and Vicinity Map

Purpose and Analysis

An ambient air quality screening analysis and a health risk screening analysis were prepared to evaluate potential localized air quality impacts and health risk impacts associated with the proposed project.

The prioritization screening assessments, localized ambient air quality screening, and construction Health Risk Assessment (HRA) were prepared to evaluate potential air quality impacts related to the generation of toxic air contaminants (TACs) and localized criteria pollutants from construction and operations of the proposed Golden State Truck Parking project is located at 2119 and 2237 South Golden State Boulevard, east of Gold Road in the Turlock area.

The purpose of the prioritization screening assessments and HRA is to assess potential elevated TAC concentrations and associated health impacts that could result from the proposed project, consistent with guidelines and methodologies from San Joaquin Valley Air Pollution Control District (SJVAPCD), California Air Resources Board (CARB), Office of Environmental Health Hazard Assessment (OEHHA), and the U.S. Environmental Protection Agency (U.S. EPA).

Ambient Air Quality Analysis: When assessing the significance of project-related impacts on air quality, the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100-pounds-per-day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Projects that exceed the screening threshold would require an ambient air quality analysis using dispersion modeling to determine if projects would result in or contribute to a violation of the ambient air quality standard.

Toxic Air Contaminants: A Toxic Air Contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

The California Almanac of Emissions and Air Quality—2009 Edition presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data.[1] The ten TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. 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.[2] In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Carcinogenic (cancer) risk is expressed as cancer cases per one million. Noncarcinogenic (acute and chronic) hazard indices (HI) are expressed as a ratio of expected exposure levels to acceptable exposure levels. The significance of the impacts of TAC emissions from both permitted and non-permitted equipment and activities is evaluated under a single threshold (currently 20 in one million).

The non-carcinogenic effects can be further divided into long-term (chronic) health effects such as birth defects, neurological damage, or genetic damage; and short-term (acute) effects such as eye irritation, respiratory irritation, and nausea. Projects with acute or chronic risk that exceed a HI score of 1 would result in a significant non-cancer impact.

A screening analysis using the SJVAPCD Prioritization Calculator was conducted for the proposed project. The screening analysis is used to identify projects which may have a significant health impact from TAC emissions. The prioritization uses the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology and is the screening method recommended by the SJVAPCD. A prioritization score of 10 or greater is considered to be potentially significant and a refined HRA using dispersion modeling and a health risk model should be performed to determine significance.

Summary of Results

On the basis of the assessment provided herein:

- **Ambient Air Quality Analysis:** The project's construction and operational emissions would not exceed the applicable 100-pound-per-day screening thresholds for any criteria pollutant. Based on the SJVAPCD's guidance, the project's emissions would not cause an ambient air quality standard violation. Therefore, the project's localized criteria pollutant impacts from construction and long-term operations would be **less than significant.**

- **Operational Health Risk Prioritization Assessment:** TACs generated during long-term operations of the project would not cause an exceed the applicable SJVAPCD prioritization

[1] California Air Resources Board (CARB). 2009. The California Almanac of Emissions and Air Quality—2009 Edition. Website: https://www.arb.ca.gov/aqd/almanac/almanac09/almanac2009 all.pdf.
[2] California Air Resources Board (CARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: www.arb.ca.gov/toxics/dieseltac/factsht1.pdf.

screening health risk thresholds. As such, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations during project operations would be **less than significant.**

- **Construction Health Risk Assessment:** TACs generated during short-term construction of the project would not cause an exceed the applicable health risk thresholds for cancer risk, acute risk, or chronic risk. As such, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations during the construction period would be **less than significant.**

Model Selection and Parameters

Project modeling quantifies emissions that will occur during construction and operation of the proposed project. The modeling is based on the size of the project, the timing of construction and operation, the type of land use, trip generation, energy consumption, and other factors.

- Basic Project Information and Emission Estimate Assumptions
    - Region: Stanislaus County (the project is located at 2119 & 2237 S. Golden State Blvd., Turlock, CA 95380)
    - Earliest Anticipated Construction Schedule: June 1, 2023 – September 1, 2023 (based on applicant-provided information)
    - Earliest Start of Project Operations: 2023 (immediately following the construction period)
    - Amount of import and export associated with cut and fill (based on applicant-provided information):
        - Cubic yards of cut to be exported: zero (0)
        - Cubic yard of fill to be imported: 200
    - Passenger vehicle trip generation based on Institute of Engineers (ITE) transportation Manual, 11th Edition
    - 116 daily truck trips assumed based on two daily trips per truck parking stall
- Operational Assumptions Used in the Operational Prioritization Screening Assessment
    - 116 daily truck trips assumed based on two daily trips per truck parking stall
    - 100% of trucks assumed to be diesel heavy-heavy-duty trucks (HHDT)
    - On-site vehicle speeds: 5 miles per hour
    - Off-site vehicle speeds: weighted average of 5-25 miles per hour

The analysis addresses localized criteria pollutant and toxic air contaminant emissions during project construction and operation using the CalEEMod 2020.4.0 emission model and EMFAC 2021.

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG),[3] oxides of nitrogen (NO_X), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM_{10}), and

[3] Note: Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably.

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 health risk screening uses PM_{10} exhaust as a surrogate for DPM per SJVAPCD guidance.

Dispersion modeling

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 United States Environmental Protection Agency (U.S. EPA) AERMOD (version 22112) air dispersion model. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs. 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 activity 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 Modesto 23258 Station. The meteorological data used was preprocessed for use with AERMOD by the SJVAPCD and included data for the years 2010 to 2014; 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.

Air Toxics Generated during Operations—DPM

The project would generate passenger vehicle and truck trips from visitors traveling to and from the project site. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

Emission factors are assigned to the expected vehicle mix as a function of vehicle age, vehicle class, speed, and fuel type. The operational fleet mix and daily diesel truck trips used to assess emissions from the proposed project are included as part of Attachment B.

Each operational emission source to be evaluated requires geometrical and emission release specifications for use in the air dispersion model. The emission source configurations applied in this assessment of operational DPM emissions are shown in Attachment B.

Operational emissions for the proposed project were assessed assuming the first year of operations would occur in 2023. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using EMFAC 2021. The emission factors, AERMOD data, and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in Attachment B.

Cancer Risk

The model was run to obtain annual average concentration in micrograms per cubic meter [µg/m3] at future on-site sensitive residential receptors. Consistent with SJVAPCD guidance, a health risk

VOC = volatile organic compounds

computation was performed to determine the risk of developing an excess cancer risk. Cancer risk calculations were completed using HARP2. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual (1991) and the Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual (2015).[4,5] A summary of the methodology is provided below.

Based on the OEHHA methodology, the residential inhalation cancer risks from the annual average DPM concentrations are calculated in HARP2 by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor (ASF), the frequency of time spent at home (for residents only), and the exposure duration divided by averaging time, to yield the excess cancer risk. These factors are discussed in more detail below. Cancer risk must be separately calculated for specified age groups, because of age differences in sensitivity to carcinogens and age differences in intake rates (per kg body weight). Separate risk estimates for these age groups provide a health-protective estimate of cancer risk by accounting for greater susceptibility in early life, including both age-related sensitivity and amount of exposure.

Exposure through inhalation (Dose-air) is a function of the breathing rate, the exposure frequency, and the concentration of a substance in the air. For residential exposure, the breathing rates are determined for specific age groups. Consistent with SJVAPCD guidance, risks were determined starting in the third trimester.

OEHHA developed ASFs to take into account the increased sensitivity to carcinogens during early-in-life exposure. In the absence of chemical-specific data, OEHHA recommends a default ASF of 10 for the third trimester to age 2 years, an ASF of 3 for ages 2 through 15 years to account for potential increased sensitivity to carcinogens during childhood and an ASF of 1 for ages 16 through 70 years.

Fraction of time at home (FAH) during the day is used to adjust exposure duration and cancer risk from a specific facility's emissions, based on the assumption that exposure to the facility's emissions are not occurring away from home. The following FAH values were used in this assessment:

- From the third trimester to age <2 years: 100 percent (the OEHHA-recommended value is 85 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis);
- From age 2 through <16 years: 100 percent (the OEHHA-recommended value is 72 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis); and
- From age 16 years and greater: 100 percent (the OEHHA-recommended value is 73 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis).

To estimate the cancer risk, the dose is multiplied by the cancer potency factor, the ASF, the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):

$Risk_{inh\text{-}res} = (Dose_{air} * CPH * ASF * ED/AT * FAH)$

[4] U.S. Environmental Protection Agency (EPA). 1991. Human Health Evaluation Manual. Website: https://www.epa.gov/sites/default/files/2015-11/documents/defaultExposureParams.pdf. Accessed May 1, 2023.

[5] California Office of Environmental Health Hazards Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February. Website: http://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed May 1, 2023.

Where:

$Risk_{inh\text{-}res}$	=	residential inhalation cancer risk (potential chances per million)
$Dose_{air}$	=	daily dose through inhalation (mg/kg-day)
CPF	=	inhalation cancer potency factor (mg/kg-day^{-1})
ASF	=	age sensitivity factor for a specified age group (unitless)
ED	=	exposure duration (in years) for a specified age group
AT	=	averaging time of lifetime cancer risk (years)
FAH	=	fraction of time spent at home (unitless)

Non-Cancer Hazard

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The following equation can be used to determine the non-cancer risk:

Hazard Quotient = C_i/REL_i

Where:

C_i	=	Concentration in the air of substance i (annual average concentration in µg/m^3)
REL_i	=	Chronic noncancer Reference Exposure Level for substance i (µg/m^3)

The non-cancer chronic hazard index was calculated in HARP2. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor; however, HARP2 was run to obtain the following for each receptor: cancer risk, chronic hazard index, and acuate hazard index. As DPM does not have an acute risk factor, the acuate hazard index for all modeled receptors was found to be zero.

IMPACT ANALYSIS—CRITERIA POLLUTANT AMBIENT AIR QUALITY ANALYSIS

Significance Threshold

The SJVAPCD's GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures would require additional analysis to determine if the preparation of an ambient air quality analysis is needed. The criteria pollutants of concern for localized impact in the Air Basin are PM_{10}, $PM_{2.5}$, NO_X, and CO. There is no localized emission standard for ROG

and most types of ROG are not toxic and have no health-based standard; however, ROG was included for informational purposes only.

Sensitive Receptors

Health risks were estimated for sensitive receptors located within approximately ¼-mile of the project boundary and extended to the nearest sensitive receptors in each direction. Sensitive receptors are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors include schools, hospitals, and residential areas.

Criteria Pollutant Air Quality Impact Screening Analysis

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.

An analysis of maximum daily emissions during construction and operation was conducted using CalEEMod to determine if emissions would exceed 100 pounds per day for any pollutant of concern. The maximum daily operational emissions would occur at project buildout, which modeled in earliest year of operations (2023). Operational emissions include those generated on-site by area sources such as consumer products, landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site. Motor vehicle emissions were estimated for on-site operations and travel within ¼-mile of the site.

The results of the construction screening analysis are presented in Table 1. The highest daily NO_X, PM_{10}, and $PM_{2.5}$, emissions occur during grading activities. The highest ROG emissions occur during application of architectural coatings.

Table 1: Localized Concentrations of ROG, PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction

Source	On-site Emissions (pounds per day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily On-site Emissions	**6.73**	**34.53**	**32.37**	**10.12**	**5.71**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Notes: Overlap of construction activities is based on the construction schedule shown in Attachment A. Maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were highest in the Winter scenario, while maximum daily emissions of ROG were highest in the Summer scenario.

Source of Emissions: Modeling Assumptions and Results (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 May 1, 2023.

As shown in Table 1, construction emissions are below the applicable screening thresholds and, therefore, are less than significant on a project basis.

The maximum daily operational emissions are shown by source in Table 2.

Table 2: Localized Concentrations of ROG, PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations

Source	Localized Emissions (pounds per day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	0.54	0.00	0.03	0.00	0.00
Energy	0.01	0.08	0.07	0.01	0.01
Mobile (Vehicles)	0.27	2.59	2.45	0.08	0.03
Total	**0.81**	**2.67**	**2.55**	**0.09**	**0.03**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Source of Emissions: Modeling Assumptions and Results (Attachment A). Maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were highest in the Winter scenario, while maximum daily emissions of ROG were highest in the Summer scenario.

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 May 1, 2023.

As shown in Table 2, operational emissions are below the significance thresholds and, therefore, are less than significant on a project basis.

IMPACT ANALYSIS—HEALTH RISK IMPACTS FROM TOXIC AIR POLLUTANT EMISSIONS

A screening analysis using the SJVAPCD Prioritization Calculator was conducted for the proposed project. As previously noted, the screening analysis is used to identify projects which may have a significant health impact from TAC emissions. A prioritization score of 10 or greater is considered to be potentially significant and a refined HRA using dispersion modeling and a health risk model should be performed to determine significance.

An HRA was conducted to assess potential impacts from construction. For reasons previously discussed, an analysis of TACs (including DPM) was performed using the EPA-approved AERMOD model. AERMOD version 22112 was used for this analysis. Health risk calculations were completed using HARP2. The full operational HRA is included as Attachment B of this memorandum.

Significance Thresholds

The SJVAPCD thresholds of significance for cancer and non-cancer risk are listed in Table 3.

Table 3: Health Risk Assessment Thresholds

Health Risk Metric	Applicable Threshold of Significance
Maximum Cancer Risk (Risk per Million)	Maximally exposed individual receptor equals or exceeds 20 in one million
Non-Cancer Hazard Index	Maximally exposed individual receptor equals or exceeds 1.0

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 May 1, 2023.

Summary of Results (Health Risk Impacts)

Construction

The results of the construction prioritization screening analysis are provided in Table 4.

Table 4: Prioritization Tool Health Risk Screening Results – Project Construction

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Diesel Trucks	121.5	0.197	0.000
Total Risk from Project Operations	**121.5**	**0.197**	**0.000**
Screening Risk Score Threshold	**10**	**1**	**1**
Screening Thresholds Exceeded?	**Yes**	**No**	**No**

Source: Attachment A (Modeling Assumptions and Results).

As noted in Table 4, cancer risks from construction do not fall under the SJVAPCD prioritization screening level of 10 in million. A prioritization score of 10 or greater is considered to be potentially significant and a refined HRA using dispersion modeling and a health risk model should be performed to determine significance. A project-specific construction HRA was conducted for the proposed project.

Results of the HRA are summarized in Table 5 below. The complete construction HRA prepared for the proposed project, including HARP2 calculations, is included in Attachment B of this memorandum. SJVAPCD considers impacts from construction and operations separately. Because breathing rates and age sensitivity factors are highest in the zero (0) to two (2) years age of life, the combined health risk of construction and operations would be less than the sum of the health risks for construction and operations calculated separately (which both assume the third trimester as the start of exposure). Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario for project operations.

Table 5: Summary of the Health Impacts from Construction of Proposed Project

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acuate Non-Cancer Hazard Index
Exposure at the MER During Construction (from DPM Emissions)	3.64	0.0212	0.0000
Applicable Threshold of Significance	**20**	**1**	**1**
Threshold Exceeded?	**No**	**No**	**No**

Notes:
MER = Maximally Exposed Receptor
DPM = Diesel Particulate Matter
Golden State Truck Parking Project – Construction DPM MER UTM: (692481.43, 4149411.44)
Source: Attachment B.

As shown in Table 5, project construction would not exceed the cancer risk, chronic hazard, or acute hazard threshold levels. The primary source of the emissions responsible for chronic risk are from diesel-powered off-road construction equipment and 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 the project's generation of TACs during project construction would be less than significant.

Operations

Operational DPM emissions from diesel trucks were estimated using EMFAC 2021 emission factors and estimated truck travel and idling at the project site. The emissions were entered into the SJVAPCD Prioritization Screening Tool to determine the risk scores. Complete calculations and assumptions are included as part of Attachment A. The results of the operational screening analysis are provided in Table 6.

Table 6: Prioritization Tool Health Risk Screening Results – Project Operations

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Diesel Trucks	2.53	0.0031	0.0000
Total Risk from Project Operations	**2.53**	**0.0031**	**0.0000**
Screening Risk Score Threshold	**10**	**1**	**1**
Screening Thresholds Exceeded?	**No**	**No**	**No**
Source: Attachment A (Modeling Assumptions and Results).			

As shown in Table 6, the project would not exceed the cancer risk or chronic hazard threshold levels. The primary source of the 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 screening thresholds for cancer risk, acute risk, or chronic risk, this impact would be less than significant.

Attachments

Attachment A – Ambient Air Quality Analysis Screening Analysis Modeling Files

Attachment B – Construction Health Risk Assessment

ATTACHMENT A

Ambient Air Quality Analysis Screening Analysis Modeling Files

Modeling Assumptions and Results

Table of Contents

Modeling Assumptions

Golden State Truck Parking Project Site Plan

CalEEMod Output Files

- **Unmitigated Construction—Annual**
- **Project Operations (Localized Screening Analysis)—Annual**
- **Project Operations (Localized Screening Analysis)—Summer**
- **Project Operations (Localized Screening Analysis)—Winter**
- **Localized Assessment (On-site and Localized Unmitigated Construction)—Annual**
- **Localized Assessment (On-site and Localized Unmitigated Construction)—Summer**
- **Localized Assessment (On-site and Localized Unmitigated Construction)—Winter**

Unmitigated Construction Prioritization Calculator Results

Operational Health Risk Calculations and Prioritization Calculator Results

MODELING ASSUMPTIONS

Golden State Truck Parking Project Construction Assumptions

Construction Phase

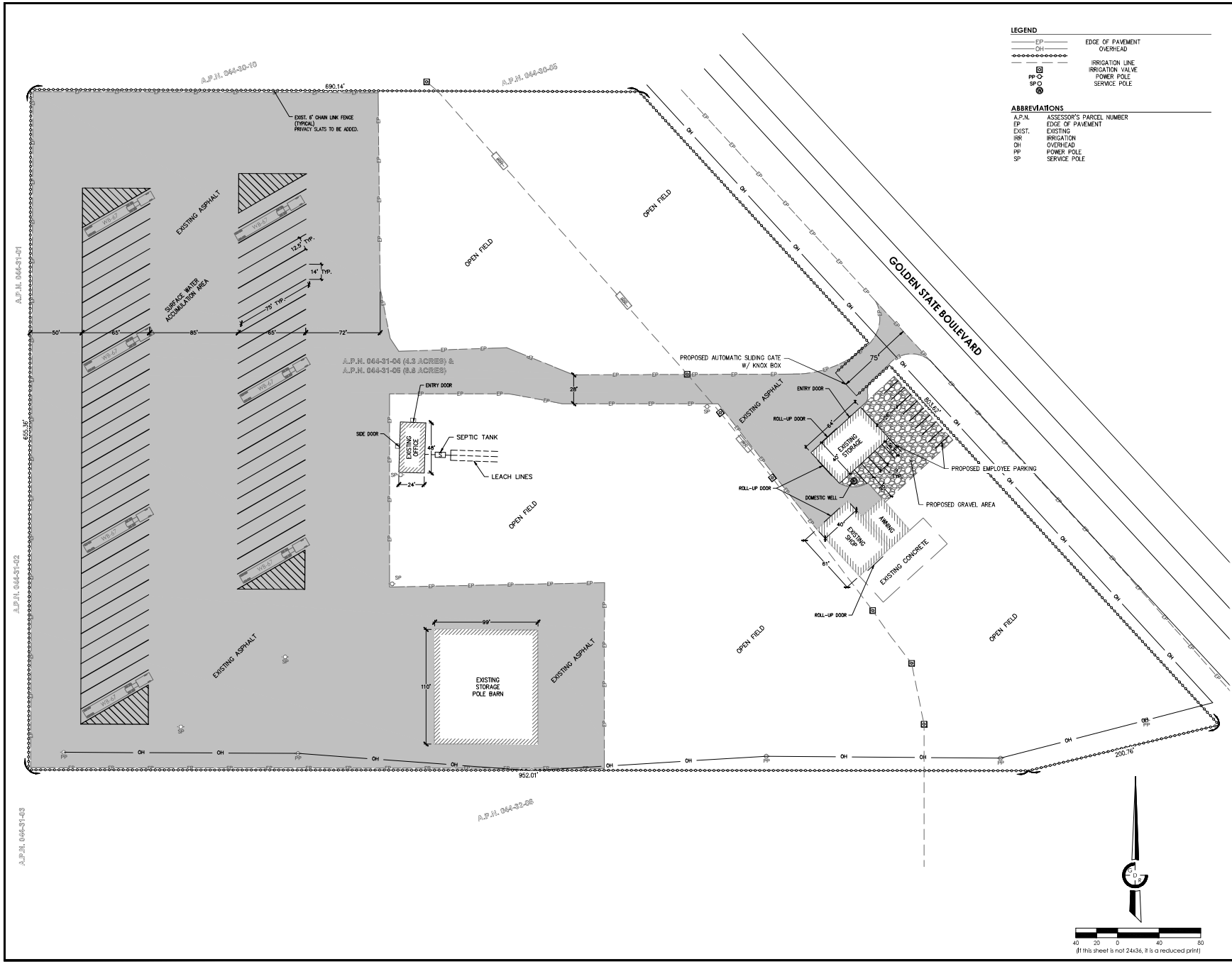
Phase Name	Start Date	End Date	Num Days Week	Num Days	Notes
Site Preparation	6/1/2023	6/14/2023	5	10	
Grading	6/15/2023	7/5/2023	5	15	Minimal grading/existing asphalt will be used
Building Construction	7/6/2023	7/19/2023	5	10	Existing buildings will be used
Paving	7/10/2023	8/6/2023	5	20	
Architectural Coating	8/7/2023	9/1/2023	5	20	

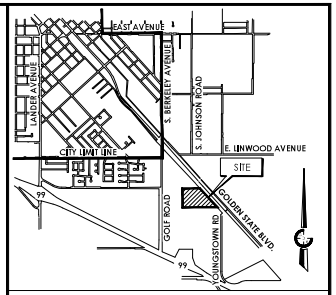
OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	2	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8	97	0.37
Grading	Scrapers	2	8	367	0.48
Building Construction	Cranes	1	7	231	0.29
Building Construction	Forklifts	3	8	89	0.20
Building Construction	Generator Sets	1	8	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37
Building Construction	Welders	1	8	46	0.45
Paving	Pavers	2	8	130	0.42
Paving	Paving Equipment	2	8	132	0.36
Paving	Rollers	2	8	80	0.38
Architectural Coating	Air Compressors	1	6	78	0.48

Construction Trips and VMT

Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number
Site Preparation	18	0	25
Grading	20	0	0
Building Construction	126	49	0
Paving	15	0	0
Architectural Coating	25	0	0





VICINITY MAP

CITY OF TURLOCK, STANISLAUS COUNTY, STATE OF CALIFORNIA

PROPERTY OWNER

NAME:	COMMERCIAL DEVELOPMENT CO INC / VALLEY WOOD PRESERVING
MAILING ADDRESS:	1515 DES PERES RD, #300
CITY/STATE/ZIP:	SAINT LOUIS, MO 63131
PHONE:	(209) 632-9931
SITE ADDRESS:	2119 & 2237 S. GOLDEN STATE BLVD.
CITY/STATE/ZIP:	TURLOCK, CA 95380

APPLICANT

NAME:	JITENDAR SINGH
MAILING ADDRESS:	3794 APPLE BLOSSOM LANE
CITY/STATE/ZIP:	TURLOCK, CA 95382
PHONE:	(209) 648-7687
EMAIL:	turna_83238@yahoo.com

EXISTING CONDITIONS

A.P.N.:	044-031-004 & 044-031-005
EXISTING PARCELS:	2
EXISTING ACREAGE:	±4.3 ACRES (044-031-004) ±8.8 ACRES (044-031-005)
EXISTING GENERAL PLAN:	PLANNED DEVELOPMENT (PD)
EXISTING ZONING:	PLANNED DEVELOPMENT (PD)

PROPOSED PROJECT

PROPOSED ZONING:	PLANNED DEVELOPMENT (PD)
OFFICE:	±1,200 SQ. FT.
STORAGE:	±2,600 SQ. FT.
SHOP:	±2,500 SQ. FT.
STORAGE POLE BARN:	±11,000 SQ. FT.
OFFICE PARKING REQUIRED:	1 SPACE PER 300 SQ. FT. → 4 SPACES
SHOP PARKING REQUIRED:	1 SPACE PER 300 SQ. FT. → 9 SPACES
TOTAL PARKING REQUIRED:	13 SPACES
PARKING PROVIDED:	13 SPACES
TRACTOR/TRAILER PARKING:	58 SPACES

NOTES

WATER:	EXISTING ON-SITE WELL
SEWER:	EXISTING ON-SITE SEPTIC SYSTEM
STORM DRAINAGE:	OVERLAND DISCHARGE

1. DEVELOPER RESERVES THE RIGHT TO DEVELOP THE PROJECT IN MULTIPLE PHASES OR SEQUENCE OF PHASES.
2. ALL IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF TURLOCK IMPROVEMENT STANDARDS.
3. THE CONCEPTUAL LANDSCAPING PLAN ATTACHED HEREUPON IS PROVIDED TO SHOW THE FUTURE INTENT TO PROVIDE LANDSCAPING, AND THESE IMPROVEMENT WILL NOT OCCUR WITH THIS DEVELOPMENT PLAN. THE DEVELOPER SHALL INCORPORATE THIS INTO A FUTURE DEVELOPMENT PLANS AND APPLICATION.

PROPERTY DESCRIPTION

A PORTION OF LOTS 13 AND 14 OF YOUNGSTOWN COLONY, AS SHOWN ON THE OFFICIAL MAP FILED FOR RECORD IN BOOK 1 OF MAPS, PAGE 28, STANISLAUS COUNTY RECORDS, ALSO BEING A PORTION OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 10 EAST, MOUNT DIABLO MERIDIAN, CITY OF TURLOCK, STANISLAUS COUNTY, CALIFORNIA.

SHEET INDEX

1. DEVELOPMENT PLAN
2. TOPOGRAPHIC MAP
3. EXISTING BUILDING ELEVATIONS

L0. CONCEPTUAL LANDSCAPING PLAN

GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3360 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM

JITENDAR SINGH
2119 & 2237 S. GOLDEN STATE BLVD.
DEVELOPMENT PLAN

SCALE: 1"=40' DATE: 01/14/2022
DWG NO. 21034 Dev Plan.dwg SHEET 1 OF 4
DRAWN NS
CHECKED SH
FILE NO. 21034

CALEEMOD OUTPUT FILES

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

Golden State Truck Parking - Unmitigated Construction

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	300.00	1000sqft	6.89	300,000.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.02	1,000.00	0
Other Non-Asphalt Surfaces	6.19	Acre	6.19	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction

Land Use - Construction of new truck parking, employee parking, and associated improvements (13.1-acre site)
Parking totaling a maximum of approximately 300,000 square feet
Building to represent other on-site improvements

Construction Phase - Project construction schedule
06/01/23 - 09/01/23
No demolition

Grading - Cubic yards of cut to be exported: zero (0)
Cubic yard of fill to be imported: 200

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational trips)

Area Coating - Construction only run

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

Landscape Equipment - Construction only run

Energy Use - Construction only run

Water And Wastewater - Construction only run

Solid Waste - Construction only run

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	300.00	10.00
tblConstructionPhase	NumDays	30.00	15.00
tblConstructionPhase	PhaseEndDate	11/13/2024	9/1/2023
tblConstructionPhase	PhaseEndDate	9/18/2024	7/19/2023
tblConstructionPhase	PhaseEndDate	7/26/2023	7/5/2023
tblConstructionPhase	PhaseEndDate	10/16/2024	8/6/2023
tblConstructionPhase	PhaseStartDate	10/17/2024	8/7/2023
tblConstructionPhase	PhaseStartDate	7/27/2023	7/6/2023
tblConstructionPhase	PhaseStartDate	9/19/2024	7/10/2023
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialImported	0.00	200.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	269,636.40	0.00

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

tblSolidWaste	SolidWasteGenerationRate	0.94	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

2.0 Emissions Summary

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1367	0.5984	0.5835	1.1900e-003	0.1793	0.0265	0.2058	0.0811	0.0245	0.1056						
Maximum	**0.1367**	**0.5984**	**0.5835**	**1.1900e-003**	**0.1793**	**0.0265**	**0.2058**	**0.0811**	**0.0245**	**0.1056**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1367	0.5984	0.5835	1.1900e-003	0.0873	0.0265	0.1137	0.0383	0.0245	0.0628						
Maximum	**0.1367**	**0.5984**	**0.5835**	**1.1900e-003**	**0.0873**	**0.0265**	**0.1137**	**0.0383**	**0.0245**	**0.0628**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**51.32**	**0.00**	**44.72**	**52.81**	**0.00**	**40.57**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2023	8-31-2023	0.7263	0.7263
2	9-1-2023	9-30-2023	0.0029	0.0029
		Highest	0.7263	0.7263

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2023	6/14/2023	5	10	
2	Grading	Grading	6/15/2023	7/5/2023	5	15	Minimal grading/existing asphalt will be used
3	Building Construction	Building Construction	7/6/2023	7/19/2023	5	10	Existing buildings will be used

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

4	Paving	Paving	7/10/2023	8/6/2023	5	20	
5	Architectural Coating	Architectural Coating	8/7/2023	9/1/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 45

Acres of Paving: 13.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Grading	Scrapers	2	8.00	367	0.48

Trips and VMT

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	25.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505						
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003						
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0983**	**6.3300e-003**	**0.1046**	**0.0505**	**5.8200e-003**	**0.0563**						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.5600e-003	3.2000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.3000e-004	6.0000e-005	1.0000e-005	7.0000e-005						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	3.0000e-004	1.9000e-004	2.3600e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004						
Total	**3.3000e-004**	**1.7500e-003**	**2.6800e-003**	**2.0000e-005**	**9.3000e-004**	**1.0000e-005**	**9.5000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227						
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003						
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0442**	**6.3300e-003**	**0.0506**	**0.0227**	**5.8200e-003**	**0.0286**						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.5600e-003	3.2000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.3000e-004	6.0000e-005	1.0000e-005	7.0000e-005						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	3.0000e-004	1.9000e-004	2.3600e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004						
Total	**3.3000e-004**	**1.7500e-003**	**2.6800e-003**	**2.0000e-005**	**9.3000e-004**	**1.0000e-005**	**9.5000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**						

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0690	0.0000	0.0690	0.0274	0.0000	0.0274						
Off-Road	0.0249	0.2589	0.2104	4.7000e-004		0.0107	0.0107		9.8300e-003	9.8300e-003						
Total	**0.0249**	**0.2589**	**0.2104**	**4.7000e-004**	**0.0690**	**0.0107**	**0.0797**	**0.0274**	**9.8300e-003**	**0.0372**						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.9000e-004	3.2000e-004	3.9300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004						
Total	**4.9000e-004**	**3.2000e-004**	**3.9300e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0311	0.0000	0.0311	0.0123	0.0000	0.0123						
Off-Road	0.0249	0.2589	0.2104	4.7000e-004		0.0107	0.0107		9.8300e-003	9.8300e-003						
Total	**0.0249**	**0.2589**	**0.2104**	**4.7000e-004**	**0.0311**	**0.0107**	**0.0417**	**0.0123**	**9.8300e-003**	**0.0222**						

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

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.9000e-004	3.2000e-004	3.9300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004						
Total	**4.9000e-004**	**3.2000e-004**	**3.9300e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**						

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8600e-003	0.0719	0.0812	1.3000e-004		3.5000e-003	3.5000e-003		3.2900e-003	3.2900e-003						
Total	**7.8600e-003**	**0.0719**	**0.0812**	**1.3000e-004**		**3.5000e-003**	**3.5000e-003**		**3.2900e-003**	**3.2900e-003**						

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	2.6000e-004	0.0108	3.1400e-003	5.0000e-005	1.6200e-003	7.0000e-005	1.6900e-003	4.7000e-004	7.0000e-005	5.3000e-004						
Worker	2.0700e-003	1.3500e-003	0.0165	4.0000e-005	5.0300e-003	3.0000e-005	5.0600e-003	1.3400e-003	3.0000e-005	1.3600e-003						
Total	**2.3300e-003**	**0.0121**	**0.0196**	**9.0000e-005**	**6.6500e-003**	**1.0000e-004**	**6.7500e-003**	**1.8100e-003**	**1.0000e-004**	**1.8900e-003**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8600e-003	0.0719	0.0812	1.3000e-004		3.5000e-003	3.5000e-003		3.2900e-003	3.2900e-003						
Total	**7.8600e-003**	**0.0719**	**0.0812**	**1.3000e-004**		**3.5000e-003**	**3.5000e-003**		**3.2900e-003**	**3.2900e-003**						

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	2.6000e-004	0.0108	3.1400e-003	5.0000e-005	1.6200e-003	7.0000e-005	1.6900e-003	4.7000e-004	7.0000e-005	5.3000e-004						
Worker	2.0700e-003	1.3500e-003	0.0165	4.0000e-005	5.0300e-003	3.0000e-005	5.0600e-003	1.3400e-003	3.0000e-005	1.3600e-003						
Total	**2.3300e-003**	**0.0121**	**0.0196**	**9.0000e-005**	**6.6500e-003**	**1.0000e-004**	**6.7500e-003**	**1.8100e-003**	**1.0000e-004**	**1.8900e-003**						

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003						
Paving	9.0300e-003					0.0000	0.0000		0.0000	0.0000						
Total	**0.0194**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**						

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

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.9000e-004	3.2000e-004	3.9300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004						
Total	**4.9000e-004**	**3.2000e-004**	**3.9300e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003						
Paving	9.0300e-003					0.0000	0.0000		0.0000	0.0000						
Total	**0.0194**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**						

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

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.9000e-004	3.2000e-004	3.9300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004						
Total	**4.9000e-004**	**3.2000e-004**	**3.9300e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**						

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0649					0.0000	0.0000		0.0000	0.0000						
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004						
Total	**0.0668**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**						

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	8.2000e-004	5.3000e-004	6.5500e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004						
Total	**8.2000e-004**	**5.3000e-004**	**6.5500e-003**	**2.0000e-005**	**2.0000e-003**	**1.0000e-005**	**2.0100e-003**	**5.3000e-004**	**1.0000e-005**	**5.4000e-004**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0649					0.0000	0.0000		0.0000	0.0000						
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004						
Total	**0.0668**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**						

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	8.2000e-004	5.3000e-004	6.5500e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004						
Total	**8.2000e-004**	**5.3000e-004**	**6.5500e-003**	**2.0000e-005**	**2.0000e-003**	**1.0000e-005**	**2.0100e-003**	**5.3000e-004**	**1.0000e-005**	**5.4000e-004**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

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

Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Golden State Truck Parking - Unmitigated Construction - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Unmitigated	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0233					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0233					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				
Unmitigated				

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0				
Parking Lot	0 / 0				
Unrefrigerated Warehouse-No Rail	0 / 0				
Total					

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0				
Parking Lot	0 / 0				
Unrefrigerated Warehouse-No Rail	0 / 0				
Total					

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				
Unmitigated				

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

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

11.0 Vegetation

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Annual

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

Golden State Truck Parking - Project Operations (Localized Screening Analysis)

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.20	1000sqft	0.03	1,200.00	0
Unrefrigerated Warehouse-No Rail	2.60	1000sqft	0.06	2,600.00	0
Unrefrigerated Warehouse-No Rail	11.00	1000sqft	0.25	11,000.00	0
Other Non-Asphalt Surfaces	5.81	Acre	5.81	0.00	0
Parking Lot	300.00	1000sqft	6.89	300,000.00	0
Automobile Care Center	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Project Operations -
Localized Screening Analysis (on-site and localized emissions)

Land Use - Parking totaling a maximum of approximately 300,000 square feet
Existing buildings to be used by the project

Construction Phase - Operational run only (zeroed out construction only parameters)

Off-road Equipment - Operational run only (zeroed out construction only parameters)

Trips and VMT - Operational run only

Grading -

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Annual

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

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Default passenger vehicle trips for office and maintenance center. Up to 116 daily truck trips assumed based on two (2) trips per truck parking space.
Trip lengths updated to 0.5 mile to account for on-site + localized emissions.

Area Coating - Rule 4601 Architectural Coatings

Landscape Equipment -

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - --

Fleet Mix - Fleet mixes adjusted for vehicle type (see supporting information)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	1.00
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDA	0.52	0.00
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LDT2	0.17	0.19

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

tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.16	0.18
tblFleetMix	MDV	0.16	0.18
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblLandUse	LandUseSquareFeet	253,083.60	0.00

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

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	27.00	0.00
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.74	8.53
tblVehicleTrips	SU_TR	1.74	8.53
tblVehicleTrips	WD_TR	1.74	8.53

2.0 Emissions Summary

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**0.1027**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**0.1027**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2023	8-31-2023	0.0733	0.0733
		Highest	0.0733	0.0733

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0975	3.0000e-005	2.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Energy	1.6800e-003	0.0152	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003						
Mobile	0.0403	0.4500	0.4159	8.7000e-004	0.0133	7.9000e-004	0.0141	3.6200e-003	7.5000e-004	4.3700e-003						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	**0.1394**	**0.4652**	**0.4317**	**9.6000e-004**	**0.0133**	**1.9600e-003**	**0.0153**	**3.6200e-003**	**1.9200e-003**	**5.5400e-003**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0975	3.0000e-005	2.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Energy	1.6800e-003	0.0152	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003						
Mobile	0.0403	0.4500	0.4159	8.7000e-004	0.0133	7.9000e-004	0.0141	3.6200e-003	7.5000e-004	4.3700e-003						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	**0.1394**	**0.4652**	**0.4317**	**9.6000e-004**	**0.0133**	**1.9600e-003**	**0.0153**	**3.6200e-003**	**1.9200e-003**	**5.5400e-003**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/1/2023	6/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 12.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,950; Non-Residential Outdoor: 8,650; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1027					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.1027**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1027					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.1027**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0403	0.4500	0.4159	8.7000e-004	0.0133	7.9000e-004	0.0141	3.6200e-003	7.5000e-004	4.3700e-003						
Unmitigated	0.0403	0.4500	0.4159	8.7000e-004	0.0133	7.9000e-004	0.0141	3.6200e-003	7.5000e-004	4.3700e-003						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	59.30	59.30	29.70	10,023	10,023
General Office Building	11.69	2.65	0.84	1,610	1,610
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	22.18	22.18	22.18	4,036	4,036
Unrefrigerated Warehouse-No Rail	93.83	93.83	93.83	17,077	17,077
Total	187.00	177.96	146.55	32,747	32,747

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.50	0.50	0.50	33.00	48.00	19.00	100	0	0
General Office Building	0.50	0.50	0.50	33.00	48.00	19.00	100	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.574282	0.058006	0.185331	0.182381	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.574282	0.058006	0.185331	0.182381	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						
NaturalGas Mitigated	1.6800e-003	0.0152	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003						
NaturalGas Unmitigated	1.6800e-003	0.0152	0.0128	9.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003						

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	51750	2.8000e-004	2.5400e-003	2.1300e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004						
General Office Building	15504	8.0000e-005	7.6000e-004	6.4000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	197010	1.0600e-003	9.6600e-003	8.1100e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						
Unrefrigerated Warehouse-No Rail	46566	2.5000e-004	2.2800e-003	1.9200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004						
Total		**1.6700e-003**	**0.0152**	**0.0128**	**9.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**						

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	51750	2.8000e-004	2.5400e-003	2.1300e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004						
General Office Building	15504	8.0000e-005	7.6000e-004	6.4000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	197010	1.0600e-003	9.6600e-003	8.1100e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						
Unrefrigerated Warehouse-No Rail	46566	2.5000e-004	2.2800e-003	1.9200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004						
Total		**1.6700e-003**	**0.0152**	**0.0128**	**9.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**						

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21525				
General Office Building	10608				
Other Non-Asphalt Surfaces	0				
Parking Lot	105000				
Unrefrigerated Warehouse-No Rail	102080				
Unrefrigerated Warehouse-No Rail	24128				
Total					

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21525				
General Office Building	10608				
Other Non-Asphalt Surfaces	0				
Parking Lot	105000				
Unrefrigerated Warehouse-No Rail	102080				
Unrefrigerated Warehouse-No Rail	24128				
Total					

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0975	3.0000e-005	2.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Unmitigated	0.0975	3.0000e-005	2.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0103					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0870					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.7000e-004	3.0000e-005	2.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Total	**0.0975**	**3.0000e-005**	**2.9700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**						

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0103					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0870					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.7000e-004	3.0000e-005	2.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Total	**0.0975**	**3.0000e-005**	**2.9700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**						

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				
Unmitigated				

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.235203 / 0.144157				
General Office Building	0.213281 / 0.13072				
Other Non-Asphalt Surfaces	0 / 0				
Parking Lot	0 / 0				
Unrefrigerated Warehouse-No Rail	3.145 / 0				
Total					

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.235203 / 0.144157				
General Office Building	0.213281 / 0.13072				
Other Non-Asphalt Surfaces	0 / 0				
Parking Lot	0 / 0				
Unrefrigerated Warehouse-No Rail	3.145 / 0				
Total					

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				
Unmitigated				

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.55				
General Office Building	1.12				
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	12.78				
Total					

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.55				
General Office Building	1.12				
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	12.78				
Total					

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

Golden State Truck Parking - Project Operations (Localized Screening Analysis)

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.20	1000sqft	0.03	1,200.00	0
Unrefrigerated Warehouse-No Rail	2.60	1000sqft	0.06	2,600.00	0
Unrefrigerated Warehouse-No Rail	11.00	1000sqft	0.25	11,000.00	0
Other Non-Asphalt Surfaces	5.81	Acre	5.81	0.00	0
Parking Lot	300.00	1000sqft	6.89	300,000.00	0
Automobile Care Center	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Project Operations -
Localized Screening Analysis (on-site and localized emissions)

Land Use - Parking totaling a maximum of approximately 300,000 square feet
Existing buildings to be used by the project

Construction Phase - Operational run only (zeroed out construction only parameters)

Off-road Equipment - Operational run only (zeroed out construction only parameters)

Trips and VMT - Operational run only

Grading -

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Default passenger vehicle trips for office and maintenance center. Up to 116 daily truck trips assumed based on two (2) trips per truck parking space.
Trip lengths updated to 0.5 mile to account for on-site + localized emissions.

Area Coating - Rule 4601 Architectural Coatings

Landscape Equipment -

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - --

Fleet Mix - Fleet mixes adjusted for vehicle type (see supporting information)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	1.00
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDA	0.52	0.00
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LDT2	0.17	0.19

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

tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.16	0.18
tblFleetMix	MDV	0.16	0.18
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblLandUse	LandUseSquareFeet	253,083.60	0.00

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

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	27.00	0.00
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.74	8.53
tblVehicleTrips	SU_TR	1.74	8.53
tblVehicleTrips	WD_TR	1.74	8.53

2.0 Emissions Summary

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	205.3305	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**205.3305**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	205.3305	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**205.3305**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Energy	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						
Mobile	0.2661	2.3901	2.2523	4.8100e-003	0.0777	4.3100e-003	0.0820	0.0210	4.1000e-003	0.0251						
Total	**0.8110**	**2.4739**	**2.3554**	**5.3100e-003**	**0.0777**	**0.0108**	**0.0884**	**0.0210**	**0.0106**	**0.0316**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Energy	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						
Mobile	0.2661	2.3901	2.2523	4.8100e-003	0.0777	4.3100e-003	0.0820	0.0210	4.1000e-003	0.0251						
Total	**0.8110**	**2.4739**	**2.3554**	**5.3100e-003**	**0.0777**	**0.0108**	**0.0884**	**0.0210**	**0.0106**	**0.0316**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/1/2023	6/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 12.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,950; Non-Residential Outdoor: 8,650; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	205.3305					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**205.3305**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	205.3305					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**205.3305**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2661	2.3901	2.2523	4.8100e-003	0.0777	4.3100e-003	0.0820	0.0210	4.1000e-003	0.0251						
Unmitigated	0.2661	2.3901	2.2523	4.8100e-003	0.0777	4.3100e-003	0.0820	0.0210	4.1000e-003	0.0251						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	59.30	59.30	29.70	10,023	10,023
General Office Building	11.69	2.65	0.84	1,610	1,610
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	22.18	22.18	22.18	4,036	4,036
Unrefrigerated Warehouse-No Rail	93.83	93.83	93.83	17,077	17,077
Total	187.00	177.96	146.55	32,747	32,747

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.50	0.50	0.50	33.00	48.00	19.00	100	0	0

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.50	0.50	0.50	33.00	48.00	19.00	100	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.574282	0.058006	0.185331	0.182381	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.574282	0.058006	0.185331	0.182381	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						
NaturalGas Unmitigated	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	141.781	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003						
General Office Building	42.4767	4.6000e-004	4.1600e-003	3.5000e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	127.578	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004						
Unrefrigerated Warehouse-No Rail	539.753	5.8200e-003	0.0529	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						
Total		**9.1900e-003**	**0.0835**	**0.0701**	**5.0000e-004**		**6.3500e-003**	**6.3500e-003**		**6.3500e-003**	**6.3500e-003**						

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.141781	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003						
General Office Building	0.0424767	4.6000e-004	4.1600e-003	3.5000e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0.127578	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004						
Unrefrigerated Warehouse-No Rail	0.539753	5.8200e-003	0.0529	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						
Total		**9.1900e-003**	**0.0835**	**0.0701**	**5.0000e-004**		**6.3500e-003**	**6.3500e-003**		**6.3500e-003**	**6.3500e-003**						

6.0 Area Detail

6.1 Mitigation Measures Area

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Unmitigated	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0563					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.4765					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0600e-003	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Total	**0.5358**	**3.0000e-004**	**0.0330**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**						

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0563					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.4765					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0600e-003	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Total	**0.5358**	**3.0000e-004**	**0.0330**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**						

7.0 Water Detail

7.1 Mitigation Measures Water

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

Golden State Truck Parking - Project Operations (Localized Screening Analysis)

Stanislaus County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.20	1000sqft	0.03	1,200.00	0
Unrefrigerated Warehouse-No Rail	2.60	1000sqft	0.06	2,600.00	0
Unrefrigerated Warehouse-No Rail	11.00	1000sqft	0.25	11,000.00	0
Other Non-Asphalt Surfaces	5.81	Acre	5.81	0.00	0
Parking Lot	300.00	1000sqft	6.89	300,000.00	0
Automobile Care Center	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Project Operations -
Localized Screening Analysis (on-site and localized emissions)

Land Use - Parking totaling a maximum of approximately 300,000 square feet
Existing buildings to be used by the project

Construction Phase - Operational run only (zeroed out construction only parameters)

Off-road Equipment - Operational run only (zeroed out construction only parameters)

Trips and VMT - Operational run only

Grading -

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Default passenger vehicle trips for office and maintenance center. Up to 116 daily truck trips assumed based on two (2) trips per truck parking space.
Trip lengths updated to 0.5 mile to account for on-site + localized emissions.

Area Coating - Rule 4601 Architectural Coatings

Landscape Equipment -

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - --

Fleet Mix - Fleet mixes adjusted for vehicle type (see supporting information)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	1.00
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDA	0.52	0.00
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LDT2	0.17	0.19

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	LHD2	8.1480e-003	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.16	0.18
tblFleetMix	MDV	0.16	0.18
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MH	4.0720e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	OBUS	8.6000e-004	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	SBUS	1.4010e-003	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblFleetMix	UBUS	3.0500e-004	0.00
tblLandUse	LandUseSquareFeet	253,083.60	0.00

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	27.00	0.00
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.74	8.53
tblVehicleTrips	SU_TR	1.74	8.53
tblVehicleTrips	WD_TR	1.74	8.53

2.0 Emissions Summary

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	205.3305	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**205.3305**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	205.3305	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**205.3305**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Energy	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						
Mobile	0.2148	2.5888	2.4488	4.8700e-003	0.0777	4.4900e-003	0.0821	0.0210	4.2800e-003	0.0253						
Total	**0.7598**	**2.6726**	**2.5519**	**5.3700e-003**	**0.0777**	**0.0110**	**0.0886**	**0.0210**	**0.0108**	**0.0318**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Energy	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						
Mobile	0.2148	2.5888	2.4488	4.8700e-003	0.0777	4.4900e-003	0.0821	0.0210	4.2800e-003	0.0253						
Total	**0.7598**	**2.6726**	**2.5519**	**5.3700e-003**	**0.0777**	**0.0110**	**0.0886**	**0.0210**	**0.0108**	**0.0318**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/1/2023	6/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 12.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,950; Non-Residential Outdoor: 8,650; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	205.3305					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**205.3305**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	205.3305					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**205.3305**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2148	2.5888	2.4488	4.8700e-003	0.0777	4.4900e-003	0.0821	0.0210	4.2800e-003	0.0253						
Unmitigated	0.2148	2.5888	2.4488	4.8700e-003	0.0777	4.4900e-003	0.0821	0.0210	4.2800e-003	0.0253						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	59.30	59.30	29.70	10,023	10,023
General Office Building	11.69	2.65	0.84	1,610	1,610
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	22.18	22.18	22.18	4,036	4,036
Unrefrigerated Warehouse-No Rail	93.83	93.83	93.83	17,077	17,077
Total	187.00	177.96	146.55	32,747	32,747

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.50	0.50	0.50	33.00	48.00	19.00	100	0	0

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.50	0.50	0.50	33.00	48.00	19.00	100	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.574282	0.058006	0.185331	0.182381	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.574282	0.058006	0.185331	0.182381	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						
NaturalGas Unmitigated	9.1800e-003	0.0835	0.0701	5.0000e-004		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	141.781	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003						
General Office Building	42.4767	4.6000e-004	4.1600e-003	3.5000e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	127.578	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004						
Unrefrigerated Warehouse-No Rail	539.753	5.8200e-003	0.0529	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						
Total		**9.1900e-003**	**0.0835**	**0.0701**	**5.0000e-004**		**6.3500e-003**	**6.3500e-003**		**6.3500e-003**	**6.3500e-003**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.141781	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003						
General Office Building	0.0424767	4.6000e-004	4.1600e-003	3.5000e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0.127578	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004						
Unrefrigerated Warehouse-No Rail	0.539753	5.8200e-003	0.0529	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						
Total		**9.1900e-003**	**0.0835**	**0.0701**	**5.0000e-004**		**6.3500e-003**	**6.3500e-003**		**6.3500e-003**	**6.3500e-003**						

6.0 Area Detail

6.1 Mitigation Measures Area

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Unmitigated	0.5358	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0563					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.4765					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0600e-003	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Total	**0.5358**	**3.0000e-004**	**0.0330**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**						

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0563					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.4765					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0600e-003	3.0000e-004	0.0330	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004						
Total	**0.5358**	**3.0000e-004**	**0.0330**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**						

7.0 Water Detail

7.1 Mitigation Measures Water

Golden State Truck Parking - Project Operations (Localized Screening Analysis) - Stanislaus County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

Unmitigated Construction (Localized/On-site Emissions)

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.02	1,000.00	0
Other Non-Asphalt Surfaces	6.19	Acre	6.19	0.00	0
Parking Lot	300.00	1000sqft	6.89	300,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Golden State Truck Parking - Unmitigated Construction
Localized Screening Analysis - On-site Emissions

Land Use - Construction of new truck parking, employee parking, and associated improvements (13.1-acre site)
Parking totaling a maximum of approximately 300,000 square feet
Building to represent other on-site improvements

Construction Phase - Project construction schedule
06/01/23 - 09/01/23
No demolition

Trips and VMT - Construction trip lengths updated to 0.50 mile to account for on-site emissions from on-road vehicles traveling to and from the project site (length for localized analysis).

Grading - Cubic yards of cut to be exported: zero (0)
Cubic yard of fill to be imported: 200

Architectural Coating - Rule 4601 Architectural Coatings

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

Vehicle Trips - Construction run only (zeroed out operational trips)

Area Coating - Construction only run

Landscape Equipment - Construction only run

Energy Use - Construction only run

Water And Wastewater - Construction only run

Solid Waste - Construction only run

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	300.00	10.00
tblConstructionPhase	NumDays	30.00	15.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialImported	0.00	200.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	269,636.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.94	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

2.0 Emissions Summary

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1343	0.5879	0.5575	1.0600e-003	0.1679	0.0263	0.1943	0.0781	0.0244	0.1024						
Maximum	**0.1343**	**0.5879**	**0.5575**	**1.0600e-003**	**0.1679**	**0.0263**	**0.1943**	**0.0781**	**0.0244**	**0.1024**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1343	0.5879	0.5575	1.0600e-003	0.0759	0.0263	0.1022	0.0352	0.0244	0.0596						
Maximum	**0.1343**	**0.5879**	**0.5575**	**1.0600e-003**	**0.0759**	**0.0263**	**0.1022**	**0.0352**	**0.0244**	**0.0596**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.80**	**0.00**	**47.37**	**54.88**	**0.00**	**41.83**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2023	8-31-2023	0.7141	0.7141
2	9-1-2023	9-30-2023	0.0029	0.0029
		Highest	0.7141	0.7141

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2023	6/14/2023	5	10	
2	Grading	Grading	6/15/2023	7/5/2023	5	15	Minimal grading/existing asphalt will be used
3	Building Construction	Building Construction	7/6/2023	7/19/2023	5	10	Existing buildings will be used

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

4	Paving	Paving	7/10/2023	8/6/2023	5	20	
5	Architectural Coating	Architectural Coating	8/7/2023	9/1/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 45

Acres of Paving: 13.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	25.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505						
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003						
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0983**	**6.3300e-003**	**0.1046**	**0.0505**	**5.8200e-003**	**0.0563**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	2.7000e-004	2.0000e-004	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	1.4000e-004	6.0000e-005	5.8000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005						
Total	**1.5000e-004**	**3.3000e-004**	**7.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227						
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003						
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0442**	**6.3300e-003**	**0.0506**	**0.0227**	**5.8200e-003**	**0.0286**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	2.7000e-004	2.0000e-004	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	1.4000e-004	6.0000e-005	5.8000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005						
Total	**1.5000e-004**	**3.3000e-004**	**7.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**						

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0690	0.0000	0.0690	0.0274	0.0000	0.0274						
Off-Road	0.0249	0.2589	0.2104	4.7000e-004		0.0107	0.0107		9.8300e-003	9.8300e-003						
Total	**0.0249**	**0.2589**	**0.2104**	**4.7000e-004**	**0.0690**	**0.0107**	**0.0797**	**0.0274**	**9.8300e-003**	**0.0372**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	2.3000e-004	9.0000e-005	9.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005						
Total	**2.3000e-004**	**9.0000e-005**	**9.7000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0311	0.0000	0.0311	0.0123	0.0000	0.0123						
Off-Road	0.0249	0.2589	0.2104	4.7000e-004		0.0107	0.0107		9.8300e-003	9.8300e-003						
Total	**0.0249**	**0.2589**	**0.2104**	**4.7000e-004**	**0.0311**	**0.0107**	**0.0417**	**0.0123**	**9.8300e-003**	**0.0222**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	2.3000e-004	9.0000e-005	9.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005						
Total	**2.3000e-004**	**9.0000e-005**	**9.7000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**						

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8600e-003	0.0719	0.0812	1.3000e-004		3.5000e-003	3.5000e-003		3.2900e-003	3.2900e-003						
Total	**7.8600e-003**	**0.0719**	**0.0812**	**1.3000e-004**		**3.5000e-003**	**3.5000e-003**		**3.2900e-003**	**3.2900e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	1.6000e-004	3.5200e-003	2.3400e-003	1.0000e-005	1.2000e-004	1.0000e-005	1.2000e-004	3.0000e-005	1.0000e-005	4.0000e-005						
Worker	9.6000e-004	3.9000e-004	4.0600e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005						
Total	**1.1200e-003**	**3.9100e-003**	**6.4000e-003**	**1.0000e-005**	**3.6000e-004**	**1.0000e-005**	**3.6000e-004**	**9.0000e-005**	**1.0000e-005**	**1.1000e-004**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8600e-003	0.0719	0.0812	1.3000e-004		3.5000e-003	3.5000e-003		3.2900e-003	3.2900e-003						
Total	**7.8600e-003**	**0.0719**	**0.0812**	**1.3000e-004**		**3.5000e-003**	**3.5000e-003**		**3.2900e-003**	**3.2900e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	1.6000e-004	3.5200e-003	2.3400e-003	1.0000e-005	1.2000e-004	1.0000e-005	1.2000e-004	3.0000e-005	1.0000e-005	4.0000e-005						
Worker	9.6000e-004	3.9000e-004	4.0600e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005						
Total	**1.1200e-003**	**3.9100e-003**	**6.4000e-003**	**1.0000e-005**	**3.6000e-004**	**1.0000e-005**	**3.6000e-004**	**9.0000e-005**	**1.0000e-005**	**1.1000e-004**						

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003						
Paving	9.0300e-003					0.0000	0.0000		0.0000	0.0000						
Total	**0.0194**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	2.3000e-004	9.0000e-005	9.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005						
Total	**2.3000e-004**	**9.0000e-005**	**9.7000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003						
Paving	9.0300e-003					0.0000	0.0000		0.0000	0.0000						
Total	**0.0194**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	2.3000e-004	9.0000e-005	9.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005						
Total	**2.3000e-004**	**9.0000e-005**	**9.7000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**						

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0649					0.0000	0.0000		0.0000	0.0000						
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004						
Total	**0.0668**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	3.8000e-004	1.6000e-004	1.6100e-003	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005						
Total	**3.8000e-004**	**1.6000e-004**	**1.6100e-003**	**0.0000**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0649					0.0000	0.0000		0.0000	0.0000						
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004						
Total	**0.0668**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	3.8000e-004	1.6000e-004	1.6100e-003	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005						
Total	**3.8000e-004**	**1.6000e-004**	**1.6100e-003**	**0.0000**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

6.0 Area Detail

6.1 Mitigation Measures Area

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Unmitigated	0.0233	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0233					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0233					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0233**	**0.0000**	**2.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

7.0 Water Detail

7.1 Mitigation Measures Water

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				
Unmitigated				

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0				
Parking Lot	0 / 0				
Unrefrigerated Warehouse-No Rail	0 / 0				
Total					

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0				
Parking Lot	0 / 0				
Unrefrigerated Warehouse-No Rail	0 / 0				
Total					

8.0 Waste Detail

8.1 Mitigation Measures Waste

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				
Unmitigated				

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0				
Parking Lot	0				
Unrefrigerated Warehouse-No Rail	0				
Total					

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

Unmitigated Construction (Localized/On-site Emissions)

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.02	1,000.00	0
Other Non-Asphalt Surfaces	6.19	Acre	6.19	0.00	0
Parking Lot	300.00	1000sqft	6.89	300,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Golden State Truck Parking - Unmitigated Construction
Localized Screening Analysis - On-site Emissions

Land Use - Construction of new truck parking, employee parking, and associated improvements (13.1-acre site)
Parking totaling a maximum of approximately 300,000 square feet
Building to represent other on-site improvements

Construction Phase - Project construction schedule
06/01/23 - 09/01/23
No demolition

Grading - Cubic yards of cut to be exported: zero (0)
Cubic yard of fill to be imported: 200

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational trips)

Area Coating - Construction only run

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

Landscape Equipment - Construction only run

Energy Use - Construction only run

Water And Wastewater - Construction only run

Solid Waste - Construction only run

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Trips and VMT - Construction trip lengths updated to 0.50 mile to account for on-site emissions from on-road vehicles traveling to and from the project site (length for localized analysis).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	30.00	15.00
tblConstructionPhase	NumDays	300.00	10.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialImported	0.00	200.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	269,636.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.94	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

2.0 Emissions Summary

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	6.7306	34.5272	32.0985	0.0622	19.6674	1.4246	20.9337	10.1050	1.3107	11.2699						
Maximum	**6.7306**	**34.5272**	**32.0985**	**0.0622**	**19.6674**	**1.4246**	**20.9337**	**10.1050**	**1.3107**	**11.2699**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	6.7306	34.5272	32.0985	0.0622	8.8548	1.4246	10.1211	4.5485	1.3107	5.7134						
Maximum	**6.7306**	**34.5272**	**32.0985**	**0.0622**	**8.8548**	**1.4246**	**10.1211**	**4.5485**	**1.3107**	**5.7134**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.98**	**0.00**	**51.65**	**54.99**	**0.00**	**49.30**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**1.1000e-004**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**1.1000e-004**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2023	6/14/2023	5	10	
2	Grading	Grading	6/15/2023	7/5/2023	5	15	Minimal grading/existing asphalt will be used
3	Building Construction	Building Construction	7/6/2023	7/19/2023	5	10	Existing buildings will be used
4	Paving	Paving	7/10/2023	8/6/2023	5	20	
5	Architectural Coating	Architectural Coating	8/7/2023	9/1/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 45

Acres of Paving: 13.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	25.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6593	0.0000	19.6593	10.1028	0.0000	10.1028						
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647						
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6593**	**1.2660**	**20.9253**	**10.1028**	**1.1647**	**11.2675**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.9400e-003	0.0519	0.0400	1.0000e-004	1.1500e-003	1.0000e-004	1.2400e-003	3.2000e-004	9.0000e-005	4.1000e-004						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0360	0.0104	0.1039	1.0000e-004	7.0100e-003	1.2000e-004	7.1400e-003	1.8800e-003	1.1000e-004	2.0000e-003						
Total	**0.0389**	**0.0623**	**0.1439**	**2.0000e-004**	**8.1600e-003**	**2.2000e-004**	**8.3800e-003**	**2.2000e-003**	**2.0000e-004**	**2.4100e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8467	0.0000	8.8467	4.5463	0.0000	4.5463						
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647						
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**8.8467**	**1.2660**	**10.1127**	**4.5463**	**1.1647**	**5.7110**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.9400e-003	0.0519	0.0400	1.0000e-004	1.1500e-003	1.0000e-004	1.2400e-003	3.2000e-004	9.0000e-005	4.1000e-004						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0360	0.0104	0.1039	1.0000e-004	7.0100e-003	1.2000e-004	7.1400e-003	1.8800e-003	1.1000e-004	2.0000e-003						
Total	**0.0389**	**0.0623**	**0.1439**	**2.0000e-004**	**8.1600e-003**	**2.2000e-004**	**8.3800e-003**	**2.2000e-003**	**2.0000e-004**	**2.4100e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538						
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105						
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0400	0.0116	0.1155	1.1000e-004	7.7900e-003	1.4000e-004	7.9300e-003	2.0900e-003	1.2000e-004	2.2200e-003						
Total	**0.0400**	**0.0116**	**0.1155**	**1.1000e-004**	**7.7900e-003**	**1.4000e-004**	**7.9300e-003**	**2.0900e-003**	**1.2000e-004**	**2.2200e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442						
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105						
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**4.1416**	**1.4245**	**5.5661**	**1.6442**	**1.3105**	**2.9547**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0400	0.0116	0.1155	1.1000e-004	7.7900e-003	1.4000e-004	7.9300e-003	2.0900e-003	1.2000e-004	2.2200e-003						
Total	**0.0400**	**0.0116**	**0.1155**	**1.1000e-004**	**7.7900e-003**	**1.4000e-004**	**7.9300e-003**	**2.0900e-003**	**1.2000e-004**	**2.2200e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584						
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0337	0.6817	0.4563	1.3800e-003	0.0239	1.2400e-003	0.0252	7.0200e-003	1.1800e-003	8.2000e-003						
Worker	0.2518	0.0729	0.7274	6.8000e-004	0.0491	8.5000e-004	0.0500	0.0132	7.8000e-004	0.0140						
Total	**0.2856**	**0.7545**	**1.1837**	**2.0600e-003**	**0.0730**	**2.0900e-003**	**0.0751**	**0.0202**	**1.9600e-003**	**0.0222**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584						
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0337	0.6817	0.4563	1.3800e-003	0.0239	1.2400e-003	0.0252	7.0200e-003	1.1800e-003	8.2000e-003						
Worker	0.2518	0.0729	0.7274	6.8000e-004	0.0491	8.5000e-004	0.0500	0.0132	7.8000e-004	0.0140						
Total	**0.2856**	**0.7545**	**1.1837**	**2.0600e-003**	**0.0730**	**2.0900e-003**	**0.0751**	**0.0202**	**1.9600e-003**	**0.0222**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694						
Paving	0.9026					0.0000	0.0000		0.0000	0.0000						
Total	**1.9353**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0300	8.6700e-003	0.0866	8.0000e-005	5.8500e-003	1.0000e-004	5.9500e-003	1.5700e-003	9.0000e-005	1.6600e-003						
Total	**0.0300**	**8.6700e-003**	**0.0866**	**8.0000e-005**	**5.8500e-003**	**1.0000e-004**	**5.9500e-003**	**1.5700e-003**	**9.0000e-005**	**1.6600e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694						
Paving	0.9026					0.0000	0.0000		0.0000	0.0000						
Total	**1.9353**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0300	8.6700e-003	0.0866	8.0000e-005	5.8500e-003	1.0000e-004	5.9500e-003	1.5700e-003	9.0000e-005	1.6600e-003						
Total	**0.0300**	**8.6700e-003**	**0.0866**	**8.0000e-005**	**5.8500e-003**	**1.0000e-004**	**5.9500e-003**	**1.5700e-003**	**9.0000e-005**	**1.6600e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4890					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708						
Total	**6.6807**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0500	0.0145	0.1443	1.4000e-004	9.7400e-003	1.7000e-004	9.9100e-003	2.6200e-003	1.6000e-004	2.7700e-003						
Total	**0.0500**	**0.0145**	**0.1443**	**1.4000e-004**	**9.7400e-003**	**1.7000e-004**	**9.9100e-003**	**2.6200e-003**	**1.6000e-004**	**2.7700e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4890					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708						
Total	**6.6807**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0500	0.0145	0.1443	1.4000e-004	9.7400e-003	1.7000e-004	9.9100e-003	2.6200e-003	1.6000e-004	2.7700e-003						
Total	**0.0500**	**0.0145**	**0.1443**	**1.4000e-004**	**9.7400e-003**	**1.7000e-004**	**9.9100e-003**	**2.6200e-003**	**1.6000e-004**	**2.7700e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

6.0 Area Detail

6.1 Mitigation Measures Area

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Unmitigated	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.1277					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.9000e-003	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.1277					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.9000e-003	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**						

7.0 Water Detail

7.1 Mitigation Measures Water

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Unmitigated Construction (Localized/On-site Emissions)

Stanislaus County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.02	1,000.00	0
Other Non-Asphalt Surfaces	6.19	Acre	6.19	0.00	0
Parking Lot	300.00	1000sqft	6.89	300,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	46
Climate Zone	3			**Operational Year**	2023
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	607.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Golden State Truck Parking - Unmitigated Construction
Localized Screening Analysis - On-site Emissions

Land Use - Construction of new truck parking, employee parking, and associated improvements (13.1-acre site)
Parking totaling a maximum of approximately 300,000 square feet
Building to represent other on-site improvements

Construction Phase - Project construction schedule
06/01/23 - 09/01/23
No demolition

Grading - Cubic yards of cut to be exported: zero (0)
Cubic yard of fill to be imported: 200

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational trips)

Area Coating - Construction only run

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

Landscape Equipment - Construction only run

Energy Use - Construction only run

Water And Wastewater - Construction only run

Solid Waste - Construction only run

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Trips and VMT - Construction trip lengths updated to 0.50 mile to account for on-site emissions from on-road vehicles traveling to and from the project site (length for localized analysis).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	30.00	15.00
tblConstructionPhase	NumDays	300.00	10.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialImported	0.00	200.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	269,636.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.94	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

2.0 Emissions Summary

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	6.7157	34.5294	32.3685	0.0622	19.6674	1.4246	20.9337	10.1050	1.3107	11.2700						
Maximum	**6.7157**	**34.5294**	**32.3685**	**0.0622**	**19.6674**	**1.4246**	**20.9337**	**10.1050**	**1.3107**	**11.2700**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	6.7157	34.5294	32.3685	0.0622	8.8548	1.4246	10.1211	4.5485	1.3107	5.7134						
Maximum	**6.7157**	**34.5294**	**32.3685**	**0.0622**	**8.8548**	**1.4246**	**10.1211**	**4.5485**	**1.3107**	**5.7134**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.98**	**0.00**	**51.65**	**54.99**	**0.00**	**49.30**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**1.1000e-004**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**1.1000e-004**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2023	6/14/2023	5	10	
2	Grading	Grading	6/15/2023	7/5/2023	5	15	Minimal grading/existing asphalt will be used
3	Building Construction	Building Construction	7/6/2023	7/19/2023	5	10	Existing buildings will be used
4	Paving	Paving	7/10/2023	8/6/2023	5	20	
5	Architectural Coating	Architectural Coating	8/7/2023	9/1/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 45

Acres of Paving: 13.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area: 18,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	25.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6593	0.0000	19.6593	10.1028	0.0000	10.1028						
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647						
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6593**	**1.2660**	**20.9253**	**10.1028**	**1.1647**	**11.2675**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5600e-003	0.0561	0.0413	1.0000e-004	1.1500e-003	1.0000e-004	1.2500e-003	3.2000e-004	1.0000e-004	4.2000e-004						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0252	0.0124	0.1353	9.0000e-005	7.0100e-003	1.2000e-004	7.1400e-003	1.8800e-003	1.1000e-004	2.0000e-003						
Total	**0.0278**	**0.0685**	**0.1766**	**1.9000e-004**	**8.1600e-003**	**2.2000e-004**	**8.3900e-003**	**2.2000e-003**	**2.1000e-004**	**2.4200e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8467	0.0000	8.8467	4.5463	0.0000	4.5463						
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647						
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**8.8467**	**1.2660**	**10.1127**	**4.5463**	**1.1647**	**5.7110**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5600e-003	0.0561	0.0413	1.0000e-004	1.1500e-003	1.0000e-004	1.2500e-003	3.2000e-004	1.0000e-004	4.2000e-004						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0252	0.0124	0.1353	9.0000e-005	7.0100e-003	1.2000e-004	7.1400e-003	1.8800e-003	1.1000e-004	2.0000e-003						
Total	**0.0278**	**0.0685**	**0.1766**	**1.9000e-004**	**8.1600e-003**	**2.2000e-004**	**8.3900e-003**	**2.2000e-003**	**2.1000e-004**	**2.4200e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538						
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105						
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0280	0.0138	0.1503	1.0000e-004	7.7900e-003	1.4000e-004	7.9300e-003	2.0900e-003	1.2000e-004	2.2200e-003						
Total	**0.0280**	**0.0138**	**0.1503**	**1.0000e-004**	**7.7900e-003**	**1.4000e-004**	**7.9300e-003**	**2.0900e-003**	**1.2000e-004**	**2.2200e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442						
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105						
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**4.1416**	**1.4245**	**5.5661**	**1.6442**	**1.3105**	**2.9547**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0280	0.0138	0.1503	1.0000e-004	7.7900e-003	1.4000e-004	7.9300e-003	2.0900e-003	1.2000e-004	2.2200e-003						
Total	**0.0280**	**0.0138**	**0.1503**	**1.0000e-004**	**7.7900e-003**	**1.4000e-004**	**7.9300e-003**	**2.0900e-003**	**1.2000e-004**	**2.2200e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584						
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0300	0.7277	0.4807	1.4000e-003	0.0239	1.2800e-003	0.0252	7.0200e-003	1.2300e-003	8.2500e-003						
Worker	0.1764	0.0867	0.9469	6.3000e-004	0.0491	8.5000e-004	0.0500	0.0132	7.8000e-004	0.0140						
Total	**0.2064**	**0.8145**	**1.4276**	**2.0300e-003**	**0.0730**	**2.1300e-003**	**0.0752**	**0.0202**	**2.0100e-003**	**0.0222**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584						
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0300	0.7277	0.4807	1.4000e-003	0.0239	1.2800e-003	0.0252	7.0200e-003	1.2300e-003	8.2500e-003						
Worker	0.1764	0.0867	0.9469	6.3000e-004	0.0491	8.5000e-004	0.0500	0.0132	7.8000e-004	0.0140						
Total	**0.2064**	**0.8145**	**1.4276**	**2.0300e-003**	**0.0730**	**2.1300e-003**	**0.0752**	**0.0202**	**2.0100e-003**	**0.0222**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694						
Paving	0.9026					0.0000	0.0000		0.0000	0.0000						
Total	**1.9353**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0210	0.0103	0.1127	8.0000e-005	5.8500e-003	1.0000e-004	5.9500e-003	1.5700e-003	9.0000e-005	1.6600e-003						
Total	**0.0210**	**0.0103**	**0.1127**	**8.0000e-005**	**5.8500e-003**	**1.0000e-004**	**5.9500e-003**	**1.5700e-003**	**9.0000e-005**	**1.6600e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694						
Paving	0.9026					0.0000	0.0000		0.0000	0.0000						
Total	**1.9353**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0210	0.0103	0.1127	8.0000e-005	5.8500e-003	1.0000e-004	5.9500e-003	1.5700e-003	9.0000e-005	1.6600e-003						
Total	**0.0210**	**0.0103**	**0.1127**	**8.0000e-005**	**5.8500e-003**	**1.0000e-004**	**5.9500e-003**	**1.5700e-003**	**9.0000e-005**	**1.6600e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4890					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708						
Total	**6.6807**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**						

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0350	0.0172	0.1879	1.3000e-004	9.7400e-003	1.7000e-004	9.9100e-003	2.6200e-003	1.6000e-004	2.7700e-003						
Total	**0.0350**	**0.0172**	**0.1879**	**1.3000e-004**	**9.7400e-003**	**1.7000e-004**	**9.9100e-003**	**2.6200e-003**	**1.6000e-004**	**2.7700e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4890					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708						
Total	**6.6807**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**						

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0350	0.0172	0.1879	1.3000e-004	9.7400e-003	1.7000e-004	9.9100e-003	2.6200e-003	1.6000e-004	2.7700e-003						
Total	**0.0350**	**0.0172**	**0.1879**	**1.3000e-004**	**9.7400e-003**	**1.7000e-004**	**9.9100e-003**	**2.6200e-003**	**1.6000e-004**	**2.7700e-003**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

6.0 Area Detail

6.1 Mitigation Measures Area

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Unmitigated	0.1306	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.1277					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.9000e-003	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**						

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.1277					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.9000e-003	2.9000e-004	0.0314	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004						
Total	**0.1306**	**2.9000e-004**	**0.0314**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**						

7.0 Water Detail

7.1 Mitigation Measures Water

Unmitigated Construction (Localized/On-site Emissions) - Stanislaus County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

UNMITIGATED CONSTRUCITON PRIORITIZATION CALCULATOR RESULTS

Diesel PM Screening **Prioritization Calculator**

Applicability	Use to provide a Prioritization score based on the emission potency method. Entries required in yellow areas, output in grey areas.
Author (Prioritization Calculator)	Matthew Cegielski — *Last Update* October 13, 2016
Date Updated with Project Emissions	May 9, 2023
Facility:	**Golden State Trucking Project (Diesel PM Construction Screening Analysis)**
ID#:	**—**
Project #:	**Construction DPM Emissions**
Unit and Process#	**Unmitigated Localized Construction Emissions**

Operating Hours hr/yr	8,000.00	**(operating hours assumed based on construction days)**		
Receptor Proximity and Proximity Factors	**Cancer Score**	**Chronic Score**	**Acute Score**	**Max Score**
0< R<100 1.000	1.22E+02	1.97E-01	0.00E+00	1.22E+02
100≤R<250 0.250	3.04E+01	4.93E-02	0.00E+00	3.04E+01
250≤R<500 0.040	4.86E+00	7.89E-03	0.00E+00	4.86E+00
500≤R<1000 0.011	1.34E+00	2.17E-03	0.00E+00	1.34E+00
1000≤R<1500 0.003	3.65E-01	5.92E-04	0.00E+00	3.65E-01
1500≤R<2000 0.002	2.43E-01	3.95E-04	0.00E+00	2.43E-01
2000<R 0.001	1.22E-01	1.97E-04	0.00E+00	1.22E-01

Receptor proximity is in meters. Priortization scores are calculated by multiplying the total scores summed below by the proximity factors. Record the Max score for your receptor distance. If the substance list for the unit is longer than the number of rows here or if there are multiple processes use additional worksheets and sum the totals of the Max Scores.

ımitigated Localized Construction Emissio

Enter the unit's CAS# of the substances emitted and their amounts.

Prioritzation score for each substance generated below. Totals on last row.

Substance	**CAS#**	**Annual Emissions (lbs/yr)**	**Maximum Hourly (lbs/hr)**	**Average Hourly (lbs/hr)**	**Cancer**	**Chronic**	**Acute**
Diesel engine exhaust, particulate matter (Diesel PM)	**9901**	5.26E+01	6.58E-03	6.58E-03	1.22E+02	1.97E-01	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				Totals	**1.22E+02**	**1.97E-01**	**0.00E+00**

OPERATIONAL HEALTH RISK CALCULATIONS AND PRIORITIZATION CALCULATOR RESULTS

Golden State Truck Parking Project—Health Risk Screening Analysis for Project Operations

Diesel Truck Trips

	Trucks Onsite Daily	Avg Daily Trips
Heavy Truck Trips	58.00	116.00

Truck Assumptions

Trucks Onsite per Day	58.00
Trucks Onsite per Year	21,170.0
Idling Events per Truck per day	2
Idling Time per Event (min.)	15
Idling Minutes/Year	635,100
Idling Hours/Year	10,585

	Truck Entering	Trucks Exiting	Total
Average Travel Distance Onsite (ft)	2,640	2,640	5,280

(0.25 mile on-site and 0.25 mile off-site assumed for the localized assessment)

	Miles/Trip	Truck Trips/Year	Miles/Year
Offsite Miles Estimate	0.50	42,340.0	21,170.0

	Distance Onsite (ft) in and out	Distance to Receptor Meters	Direction to Receptor	Idling Emissions (lbs/year)	Running Emissions (lbs/yr)	Total Truck Emissions (lbs/year)	Grand Total (lbs/yr)	Average Lbs/Day	Max Lbs/Day*	Max lbs/Hr
Emissions	5,280	<100 M	All	0.19	0.90	**1.0938**	1.09	0.00300	0.00899	0.00075

*Max daily assumed to be 3 times the daily average. Max hr based on 12 hrs/day

Running Emission Calculations	**EMFAC2017 Rates**
Idling Emission Rate for Diesel g/day	0.23839
g/lb conversion factor	0.00220
HDT Onsite Running Emissions 5 mph g/mile	0.01443
HDT Running Emissions Onroad 5-25 mph	0.00979

EMFAC 2017 PM10 running emissions Aggregated Fleet Age in 2023

EMFAC 2017 Average Running Emissions

	PM10_RUNEX 5-25 MPH	**PM10 RUNEX 5 MPH**
Weighted Averages (Based on Project Fleet)	**0.00979**	**0.01443**

	Distance (Feet)	**Distance (Miles)**	**Miles/Year/ Truck**	**Trucks/Day**	**Emission (g/mi)**	**Emissions g/year**	**Emission lbs/year**	**Emissions lbs/hour**
Onsite Running Emissions	5,280.00	1.00	365.0	58.0	0.01443	305.50	0.67	0.00015377

	Distance (Feet)	**Miles/ Round Trip**	**Miles/Year/ Truck**	**Trucks/Day**	**Emissions Rate (g/mi)**	**Emissions g/year**	**Emission lbs/year**	**Emissions lbs/hour**
Offsite Running Emissions	2,640.00	0.50	182.50	58.0	0.00979	103.64	0.23	5.2168E-05
						Total Running	**0.90200**	**0.00021**

Total Emissions	**Lbs/Year**	**Max Lbs/Hours**
Onsite Running Emissions	0.6735	0.0001538
Offsite Running Emissions	0.2285	0.0000522
Idling Emissions	0.1918	0.0007492
Total	**1.0938309**	**0.0009551**

Health Risk Prioritization Results (Receptor 0-100 M)

	Cancer Score	**Chronic Score**	**Acute Score**
Prioritization Score Truck Run and Idle	2.5267	0.0031	0.0000

On-site Truck Running and Idling Emissions for the Health Risk Screening Analysis—Golden State Truck Parking Project

EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: FRESNO
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW. Note 'day' in the unit is operation day.

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
Stanislaus (SJV)	2023	HHDT	Aggregate	5	Diesel	541.5074853	20.81580416	0.126576893	0.132300139	3560.230988	0.029767469	0.560915842	0.640885439	0.729599287	1.479537745	0.033713258
Stanislaus (SJV)	2023	HHDT	Aggregate	10	Diesel	5773.543127	9.381902727	0.02557265	0.026728932	3014.576946	0.006691133	0.474947826	0.144058251	0.163999353	0.806161409	0.028546241
Stanislaus (SJV)	2023	HHDT	Aggregate	15	Diesel	12607.72092	5.674291696	0.011537448	0.01205912	2417.995332	0.00240679	0.380956149	0.051817537	0.058990321	0.428982886	0.02289697
Stanislaus (SJV)	2023	HHDT	Aggregate	20	Diesel	25673.25558	3.842620064	0.007232708	0.007559739	2098.417601	0.001348496	0.330606548	0.029032752	0.033051578	0.292914592	0.01987076
Stanislaus (SJV)	2023	HHDT	Aggregate	25	Diesel	15065.15855	3.459058223	0.008357041	0.008734909	1894.98591	0.001117534	0.298555802	0.024060203	0.02739071	0.230906336	0.017944383
						Total	43.17367687	0.17927674	0.187382839	12986.20678	0.041331422	2.045982166	0.889854181	1.013031249	3.238502968	0.122971613

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	**8.6347**	**0.0359**	**0.0375**	**2597.2414**	**0.0083**	**0.4092**	**0.1780**	**0.2026**	**0.6477**	**0.0246**

HHDT	
Localized Miles per Trip	0.50
Daily Trucks	58.00
Daily Trips	116.00

Onsite Truck Max Daily Emissions	**ROG**	**NO_x**	**CO**	**SO2**	**PM10**	**PM2.5**
HHDT (g/day)	10.3223	500.8147	37.5666	1.4265	2.1736	2.0796
Total Trucks (g/day)	10.3223	500.8147	37.5666	1.4265	2.1736	2.0796
Running Emissions lbs/day	0.0228	1.1041	0.0828	0.0031	0.0048	0.0046
Idling Emissions Lbs/Day	0.739	8.866	10.889	0.016	0.004	0.003
Total Emissions/Day	**0.762**	**9.970**	**10.972**	**0.0195**	**0.008**	**0.008**
g/lb conversion factor		0.00220				

Idling Minutes/Day Per Truck	15
Max Trucks per Day	58.00
Number Idling Trucks per Day	58.00
Max Trucks per Day—HHDT	58.00

Idling Emissions	Calendar Year	Season	Region	Vehicle Category	Fuel	Pollutant	g/vehicle/day	g/day	Max lbs/day
IDLEX	2023	Annual	Stanislaus (SJV)	HHDT	DSL	ROG	6.5003	377.0155	0.831177
IDLEX	2023	Annual	Stanislaus (SJV)	HHDT	DSL	NOx	78.7808	4,569.2845	10.073550
IDLEX	2023	Annual	Stanislaus (SJV)	HHDT	DSL	CO	94.9275	5,505.7926	12.138197
IDLEX	2023	Annual	Stanislaus (SJV)	HHDT	DSL	SO2	0.1281	7.4321	0.016385
IDLEX	2023	Annual	Stanislaus (SJV)	HHDT	DSL	PM10	0.0376	2.1828	0.004812
IDLEX	2023	Annual	Stanislaus (SJV)	HHDT	DSL	PM2.5	0.0360	2.0883	0.004604

For Weighted Average for Project (5-25 MPH)

	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Weighted Average Using Project Truck Fleet Percentages										
HHDT	8.634735373	0.035855348	0.037476568	2597.241356	0.008266284	0.409196433	0.177970836	0.20260625	0.647700594	0.024594323
HHDT	500.8146517	2.07961019	2.173640934	150639.9986	0.479444495	23.73339313	10.3223085	11.75116248	37.56663443	1.426470706
Total	500.8146517	2.07961019	2.173640934	150639.9986	0.479444495	23.73339313	10.3223085	11.75116248	37.56663443	1.426470706
Weighted Average	8.634735373	0.035855348	0.037476568	2597.241356	0.008266284	0.409196433	0.177970836	0.20260625	0.647700594	0.024594323
Max Trucks per Day—HHDT	58.00									
Total	58.00									

For Weighted Average for Project (5 MPH)

	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Weighted Average Using Project Truck Fleet Percentages										
HHDT	13.24278219	0.013806388	0.014430652	3354.750989	0.006544097	0.527320138	0.140892618	0.160395521	2.078447632	0.031694024
HHDT	768.0813672	0.800770521	0.836977811	194575.5574	0.379557637	30.58456799	8.171771838	9.302940192	120.5499627	1.838253387
Total	768.0813672	0.800770521	0.836977811	194575.5574	0.379557637	30.58456799	8.171771838	9.302940192	120.5499627	1.838253387
Weighted Average	13.24278219	0.013806388	0.014430652	3354.750989	0.006544097	0.527320138	0.140892618	0.160395521	2.078447632	0.031694024
Max Trucks per Day—HHDT	58.00									
Total	58.00									

For Weighted Average for Project (Idle)

	PM10_IDLEX
Weighted Average Using Project Truck Fleet Percentages	(g/d)
HHDT	0.238390501
HHDT	13.82664907
Total	13.82664907
Weighted Average	0.238390501

Diesel PM Screening — Prioritization Calculator

Applicability	Use to provide a Prioritization score based on the emission potency method. Entries required in yellow areas, output in grey areas.
Author (Prioritization Calculator)	Matthew Cegielski — *Last Update* October 13, 2016
Date Updated with Project Emissions	May 9, 2023
Facility:	**Golden State Truck Parking (Operational Diesel PM Screening Analysis)**
ID#:	—
Project #:	**Truck Run and Idle Emissions**
Unit and Process#	**Mobile Source Diesel (HHD Trucks)**

Operating Hours hr/yr 10,585.00 **(operating hours assumed based on idle hours)**

Receptor Proximity and Proximity Factors		Cancer Score	Chronic Score	Acute Score	Max Score
0< R<100	**1.000**	2.53E+00	3.10E-03	0.00E+00	2.53E+00
100≤R<250	**0.250**	6.32E-01	7.75E-04	0.00E+00	6.32E-01
250≤R<500	**0.040**	1.01E-01	1.24E-04	0.00E+00	1.01E-01
500≤R<1000	**0.011**	2.78E-02	3.41E-05	0.00E+00	2.78E-02
1000≤R<1500	**0.003**	7.58E-03	9.30E-06	0.00E+00	7.58E-03
1500≤R<2000	**0.002**	5.05E-03	6.20E-06	0.00E+00	5.05E-03
2000<R	**0.001**	2.53E-03	3.10E-06	0.00E+00	2.53E-03

Receptor proximity is in meters. Priortization scores are calculated by multiplying the total scores summed below by the proximity factors. Record the Max score for your receptor distance. If the substance list for the unit is longer than the number of rows here or if there are multiple processes use additional worksheets and sum the totals of the Max Scores.

Mobile Source Diesel (HHD Trucks)

Enter the unit's CAS# of the substances emitted and their amounts.

Prioritzation score for each substance generated below. Totals on last row.

Substance	CAS#	Annual Emissions (lbs/yr)	Maximum Hourly (lbs/hr)	Average Hourly (lbs/hr)	Cancer	Chronic	Acute
Diesel engine exhaust, particulate matter (Diesel PM)	**9901**	1.09E+00	9.55E-04	1.03E-04	2.53E+00	3.10E-03	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				Totals	**2.53E+00**	**3.10E-03**	**0.00E+00**

ATTACHMENT B

Construction Health Risk Assessment

Golden State Truck Parking Project

Project Site - Construction DPM Emissions as PM10 Exhaust

Estimation of Annual Onsite Construction Emissions

Start of Construction	6/1/2023		
End of Construction	9/1/2023		**Total**
Number of Days	92		92
Number of Hours	2,208		2,208
Number of Years	0.25		
Size of the construction area source:	**54,702.0**	**sq-meters**	

Year	**On-site Construction Activity**	**Unmitigated On-site DPM (tons)**
2023	On-site Site Preparation	0.00633
2023	On-site Grading	0.01070
2023	On-site Building Construction	0.00350
2023	On-site Paving	0.00510
2023	On-site Architectural Coating	0.00071

Total Unmitigated DPM (On-site)	2.634E-02	tons
Average Emission	2.392E+04	grams
	3.009E-03	grams/sec
	5.500E-08	grams/m2-sec

Tons/Construction Period	0.0263
Pounds/Construction Period	52.6800
Pounds/Day	0.5726
Pounds/Hour (lbs/hr)	0.0239
Average Pounds per Year (lbs/yr)	148.8783

Golden State Truck Parking Project

Estimation of Annual Offsite Construction DPM Emissions (Unmitigated)

Start of Construction		6/1/2023			
End of Construction		9/1/2023			**Total**
Number of Days		92			92
Number of Hours		2,208			2,208

	2023	2023	2023	2023	2023
Construction Trip Type	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
Haul Truck	0.00001	0.00000	0.00000	0.00000	0.00000
Vendor Truck	0.00000	0.00000	0.00007	0.00000	0.00000
Worker	0.00000	0.00001	0.00003	0.00001	0.00001
Total	0.00001	0.00001	0.00010	0.00001	0.00001

	Haul Truck (tons)	**Vendor Truck (tons)**	**Worker (tons)**	**Total (tons)**	
Total DPM	1.000E-05	7.000E-05	6.000E-05	1.400E-04	
Average Emissions					
Grams	9.080E+00	6.356E+01	5.448E+01		
Grams/sec	1.142E-06	7.996E-06	6.854E-06		
Default Distance	20	7.3	10.8	Default Vehicle Travel Distance in CalEEMod	

Vehicle Travel Distances in the Construction HRA (miles)

Road Segment 1 (mi)	0.49	0.49	0.49	miles
Road Segment 2 (mi)	0.74	0.74	0.74	miles

Trip Distribution (percent)

Off-site Road Segment 1	100.0%	100.0%	100.0%	off-site
Off-site Road Segment 2	100.0%	100.0%	100.0%	off-site

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)				**Total**
Road Segment 1	2.782E-08	5.335E-07	3.091E-07	8.704E-07
Road Segment 2	4.214E-08	8.082E-07	4.683E-07	1.319E-06

	Grams/sec	Pounds/Hour	Pounds/Day	Pounds/year	Tons/year
Road Segment 1	8.704E-07	6.908E-06	1.658E-04	6.052E-02	3.026E-05
Road Segment 2	1.319E-06	1.047E-05	2.512E-04	9.168E-02	4.584E-05

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

Golden State Truck Parking Project

	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
Maximum Risk	3.638E-06	3.64	2.124E-02	0.00E+00

	X	Y
MEI UTM	692481.43	4149411.44
Receptor # 89		

*HARP - HRACalc v22118 5/10/2023 4:04:52 AM - Cancer Risk - Input File: F:\Move\0006.004\Construction HARP\GOLDEN STATE CONSTRUCTION\hra\Unmitigated ConstructionHRAInput.hra
*HARP - HRACalc v22118 5/10/2023 4:04:52 AM - Chronic Risk - Input File: F:\Move\0006.004\Construction HARP\GOLDEN STATE CONSTRUCTION\hra\Unmitigated ConstructionHRAInput.hra
*HARP - HRACalc v22118 5/10/2023 4:04:52 AM - Acute Risk - Input File: F:\Move\0006.004\Construction HARP\GOLDEN STATE CONSTRUCTION\hra\Unmitigated ConstructionHRAInput.hra

REC	GRP	X	Y	RISK_SUM	SCENARIO	MAXHI NonCancerChronic	MAXHI Acute
1	ALL	692476.19	4149764.38	1.5228E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	8.89E-04	0.00E+00
2	ALL	692463.07	4149801.34	1.2401E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.24E-04	0.00E+00
3	ALL	692459.50	4149852.62	9.1786E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.36E-04	0.00E+00
4	ALL	692468.15	4149898.76	7.0061E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.09E-04	0.00E+00
5	ALL	692633.05	4149829.29	6.7669E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.95E-04	0.00E+00
6	ALL	692757.04	4149699.66	7.0749E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.13E-04	0.00E+00
7	ALL	692656.45	4149919.00	4.6128E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.69E-04	0.00E+00
8	ALL	692607.60	4149939.58	4.5277E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.64E-04	0.00E+00
9	ALL	692558.74	4149960.16	4.4423E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.59E-04	0.00E+00
10	ALL	692509.88	4149980.74	4.4496E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.60E-04	0.00E+00
11	ALL	692461.02	4150001.33	4.5635E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.66E-04	0.00E+00
12	ALL	692705.31	4149898.41	4.5997E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.69E-04	0.00E+00
13	ALL	692746.64	4149855.20	4.8345E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.82E-04	0.00E+00
14	ALL	692787.98	4149811.99	4.8906E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.86E-04	0.00E+00
15	ALL	692829.31	4149768.78	4.7843E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.79E-04	0.00E+00
16	ALL	692870.64	4149725.56	4.5269E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.64E-04	0.00E+00
17	ALL	692781.30	4149410.22	1.8245E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.07E-03	0.00E+00
18	ALL	692779.44	4149465.21	1.3595E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.94E-04	0.00E+00
19	ALL	692778.50	4149492.70	1.1859E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.92E-04	0.00E+00
20	ALL	692830.32	4149400.60	1.3634E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.96E-04	0.00E+00
21	ALL	692829.35	4149429.24	1.1915E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.96E-04	0.00E+00
22	ALL	692828.38	4149457.88	1.0414E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.08E-04	0.00E+00
23	ALL	692827.41	4149486.52	9.1819E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.36E-04	0.00E+00
24	ALL	692824.32	4149514.59	8.3468E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.87E-04	0.00E+00
25	ALL	692810.67	4149539.78	8.2094E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.79E-04	0.00E+00
26	ALL	692879.35	4149390.77	1.0623E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.20E-04	0.00E+00
27	ALL	692878.39	4149419.21	9.4407E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.51E-04	0.00E+00
28	ALL	692877.42	4149447.65	8.3796E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.89E-04	0.00E+00
29	ALL	692876.46	4149476.09	7.4788E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.37E-04	0.00E+00
30	ALL	692875.49	4149504.53	6.7616E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.95E-04	0.00E+00
31	ALL	692870.33	4149531.83	6.3476E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.71E-04	0.00E+00
32	ALL	692856.78	4149556.86	6.2970E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.68E-04	0.00E+00
33	ALL	692977.41	4149371.11	7.0819E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.13E-04	0.00E+00
34	ALL	692976.46	4149399.31	6.4464E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.76E-04	0.00E+00
35	ALL	692975.50	4149427.51	5.8505E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.42E-04	0.00E+00
36	ALL	692974.54	4149455.71	5.3106E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.10E-04	0.00E+00
37	ALL	692973.59	4149483.91	4.8470E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.83E-04	0.00E+00
38	ALL	692972.63	4149512.11	4.4779E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.61E-04	0.00E+00
39	ALL	692971.67	4149540.31	4.1994E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.45E-04	0.00E+00
40	ALL	692962.39	4149566.24	4.1245E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.41E-04	0.00E+00
41	ALL	692948.95	4149591.05	4.1519E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.42E-04	0.00E+00
42	ALL	692935.51	4149615.86	4.2039E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.45E-04	0.00E+00
43	ALL	692922.07	4149640.67	4.2650E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.49E-04	0.00E+00
44	ALL	692908.63	4149665.48	4.3326E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.53E-04	0.00E+00
45	ALL	692895.19	4149690.28	4.3920E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.56E-04	0.00E+00
46	ALL	692590.69	4149416.92	2.2063E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.29E-02	0.00E+00
47	ALL	692614.66	4149401.70	1.4196E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	8.29E-03	0.00E+00
48	ALL	692581.14	4149377.64	1.8104E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.06E-02	0.00E+00
49	ALL	692608.10	4149372.62	1.3928E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	8.13E-03	0.00E+00
50	ALL	692610.92	4149345.74	1.1760E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	6.87E-03	0.00E+00
51	ALL	692658.78	4149317.34	7.3950E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	4.32E-03	0.00E+00
52	ALL	692683.98	4149327.20	6.0824E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.55E-03	0.00E+00
53	ALL	692610.26	4149243.10	6.6424E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.88E-03	0.00E+00
54	ALL	692636.64	4149255.08	6.5919E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.85E-03	0.00E+00
55	ALL	692663.02	4149267.06	6.2096E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.63E-03	0.00E+00
56	ALL	692689.40	4149279.05	5.5306E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.23E-03	0.00E+00
57	ALL	692715.79	4149291.03	4.6785E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.73E-03	0.00E+00
58	ALL	692615.83	4149193.42	5.0398E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.94E-03	0.00E+00
59	ALL	692642.57	4149205.57	5.1516E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.01E-03	0.00E+00
60	ALL	692673.07	4149222.88	5.0877E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.97E-03	0.00E+00
61	ALL	692688.53	4149237.38	5.0139E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.93E-03	0.00E+00
62	ALL	692696.47	4149261.27	5.1147E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.99E-03	0.00E+00
63	ALL	692749.53	4149254.15	3.6778E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.15E-03	0.00E+00
64	ALL	692808.95	4149354.58	1.9358E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.13E-03	0.00E+00
65	ALL	692684.82	4149203.42	4.5605E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.66E-03	0.00E+00
66	ALL	692843.25	4149318.62	1.7396E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.02E-03	0.00E+00
67	ALL	692857.79	4149344.44	1.4510E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	8.47E-04	0.00E+00
68	ALL	692632.41	4149044.35	2.3801E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.39E-03	0.00E+00
69	ALL	692659.24	4149056.53	2.5665E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.50E-03	0.00E+00
70	ALL	692686.07	4149068.72	2.6996E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.58E-03	0.00E+00

71	ALL	692712.90	4149080.91	2.7662E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.62E-03	0.00E+00
72	ALL	692739.73	4149093.09	2.7589E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.61E-03	0.00E+00
73	ALL	692766.56	4149105.28	2.6782E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.56E-03	0.00E+00
74	ALL	692793.39	4149117.47	2.5331E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.48E-03	0.00E+00
75	ALL	692820.22	4149129.65	2.3396E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.37E-03	0.00E+00
76	ALL	692847.05	4149141.84	2.1185E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.24E-03	0.00E+00
77	ALL	692922.91	4149266.35	1.2584E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.35E-04	0.00E+00
78	ALL	692937.37	4149292.03	1.0927E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.38E-04	0.00E+00
79	ALL	692951.84	4149317.70	9.4474E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.52E-04	0.00E+00
80	ALL	692966.30	4149343.38	8.1517E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.76E-04	0.00E+00
81	ALL	692333.09	4149373.49	1.6600E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	9.69E-03	0.00E+00
82	ALL	692588.87	4149188.94	4.9725E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.90E-03	0.00E+00
83	ALL	692608.65	4149140.10	3.8010E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.22E-03	0.00E+00
84	ALL	692603.10	4149039.62	2.2305E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.30E-03	0.00E+00
85	ALL	692570.90	4149417.67	2.8156E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.64E-02	0.00E+00
86	ALL	692526.08	4149317.70	1.2430E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	7.26E-03	0.00E+00
87	ALL	692558.80	4149333.04	1.3561E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	7.92E-03	0.00E+00
88	ALL	692583.94	4149236.25	6.6094E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.86E-03	0.00E+00
89	ALL	692481.43	4149411.44	3.6378E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	2.12E-02	0.00E+00
90	ALL	692442.55	4149409.28	3.5868E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	2.09E-02	0.00E+00
91	ALL	692350.57	4149410.88	3.3019E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.93E-02	0.00E+00
92	ALL	692306.99	4149410.60	2.7723E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.62E-02	0.00E+00
93	ALL	692474.85	4149299.28	1.0293E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	6.01E-03	0.00E+00
94	ALL	692524.31	4149224.66	6.0193E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.51E-03	0.00E+00
95	ALL	692462.87	4149215.92	4.8975E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.86E-03	0.00E+00
96	ALL	692408.01	4149224.10	4.1564E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.43E-03	0.00E+00
97	ALL	692364.17	4149216.66	2.9627E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.73E-03	0.00E+00
98	ALL	692520.13	4149176.87	4.2750E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.50E-03	0.00E+00
99	ALL	692466.40	4149174.38	3.5912E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.10E-03	0.00E+00
100	ALL	692399.15	4149145.48	2.0972E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.22E-03	0.00E+00
101	ALL	692360.51	4149168.61	1.9534E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.14E-03	0.00E+00
102	ALL	692553.54	4149182.15	4.6737E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.73E-03	0.00E+00
103	ALL	692450.06	4149145.94	2.7237E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.59E-03	0.00E+00
104	ALL	692585.95	4149169.98	4.4506E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.60E-03	0.00E+00
105	ALL	692525.28	4149024.66	1.6853E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.84E-04	0.00E+00
106	ALL	692467.13	4149024.38	1.3475E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.87E-04	0.00E+00
107	ALL	692408.98	4149024.10	1.0333E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.03E-04	0.00E+00
108	ALL	692350.84	4149023.82	7.8362E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.58E-04	0.00E+00
109	ALL	692292.69	4149023.54	6.0728E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.55E-04	0.00E+00
110	ALL	692234.54	4149023.25	4.8005E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.80E-04	0.00E+00
111	ALL	691950.85	4149374.50	5.4965E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.21E-04	0.00E+00
112	ALL	691969.02	4149332.90	4.4529E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.60E-04	0.00E+00
113	ALL	691932.69	4149416.10	6.8023E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.97E-04	0.00E+00
114	ALL	691931.51	4149465.42	9.2156E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.38E-04	0.00E+00
115	ALL	691930.34	4149514.74	1.2529E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.32E-04	0.00E+00
116	ALL	691929.16	4149564.06	1.7094E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.98E-04	0.00E+00
117	ALL	691927.99	4149613.37	2.2323E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.30E-03	0.00E+00
118	ALL	691850.02	4149374.10	4.2235E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.47E-04	0.00E+00
119	ALL	691867.32	4149334.48	3.4946E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.04E-04	0.00E+00
120	ALL	691893.08	4149292.98	2.9587E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.73E-04	0.00E+00
121	ALL	691901.93	4149255.24	2.5627E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.50E-04	0.00E+00
122	ALL	691919.23	4149215.62	2.3496E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.37E-04	0.00E+00
123	ALL	691936.54	4149176.00	2.2253E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.30E-04	0.00E+00
124	ALL	691993.94	4149120.22	2.3103E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.35E-04	0.00E+00
125	ALL	692034.04	4149104.06	2.5206E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.47E-04	0.00E+00
126	ALL	692074.14	4149087.90	2.8140E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.64E-04	0.00E+00
127	ALL	692114.24	4149071.74	3.2140E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.88E-04	0.00E+00
128	ALL	692154.34	4149055.58	3.7108E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.17E-04	0.00E+00
129	ALL	692194.44	4149039.42	4.2599E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.49E-04	0.00E+00
130	ALL	691832.71	4149413.72	5.0360E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.94E-04	0.00E+00
131	ALL	691831.54	4149463.04	6.4460E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.76E-04	0.00E+00
132	ALL	691830.36	4149512.36	8.1396E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.75E-04	0.00E+00
133	ALL	691829.19	4149561.68	1.0383E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.06E-04	0.00E+00
134	ALL	691828.01	4149610.99	1.3329E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.78E-04	0.00E+00
135	ALL	692145.10	4149880.83	1.8284E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.07E-03	0.00E+00
136	ALL	692117.12	4149871.69	1.9716E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.15E-03	0.00E+00
137	ALL	692089.14	4149862.55	2.1114E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.23E-03	0.00E+00
138	ALL	692061.15	4149853.41	2.2410E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.31E-03	0.00E+00
139	ALL	692033.17	4149844.27	2.3542E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.37E-03	0.00E+00
140	ALL	692016.94	4149822.31	2.6304E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.54E-03	0.00E+00
141	ALL	692005.41	4149795.23	2.9770E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.74E-03	0.00E+00
142	ALL	691993.88	4149768.14	3.2754E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.91E-03	0.00E+00
143	ALL	691982.35	4149741.06	3.4541E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.02E-03	0.00E+00
144	ALL	691970.81	4149713.97	3.4555E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	2.02E-03	0.00E+00
145	ALL	691959.28	4149686.89	3.2719E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.91E-03	0.00E+00
146	ALL	691947.75	4149659.81	2.9456E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.72E-03	0.00E+00
147	ALL	692268.04	4150016.76	7.2385E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.23E-04	0.00E+00
148	ALL	692239.82	4150007.54	8.0510E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.70E-04	0.00E+00
149	ALL	692211.60	4149998.32	8.9047E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.20E-04	0.00E+00
150	ALL	692070.49	4149952.24	1.3241E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.73E-04	0.00E+00
151	ALL	692042.27	4149943.02	1.4097E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	8.23E-04	0.00E+00
152	ALL	692014.04	4149933.81	1.4930E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	8.72E-04	0.00E+00
153	ALL	691985.82	4149924.59	1.5692E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.16E-04	0.00E+00
154	ALL	691955.94	4149911.47	1.6656E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.72E-04	0.00E+00
155	ALL	691944.31	4149884.15	1.8771E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.10E-03	0.00E+00
156	ALL	691932.68	4149856.84	2.0995E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.23E-03	0.00E+00
157	ALL	691921.05	4149829.52	2.3112E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.35E-03	0.00E+00
158	ALL	691909.42	4149802.21	2.4780E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.45E-03	0.00E+00

159	ALL	691897.79	4149774.89	2.5622E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.50E-03	0.00E+00
160	ALL	691886.16	4149747.57	2.5366E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.48E-03	0.00E+00
161	ALL	691874.53	4149720.26	2.3987E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.40E-03	0.00E+00
162	ALL	691862.90	4149692.94	2.1730E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.27E-03	0.00E+00
163	ALL	691851.27	4149665.62	1.8955E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.11E-03	0.00E+00
164	ALL	691839.64	4149638.31	1.6049E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.37E-04	0.00E+00
165	ALL	692323.42	4149695.99	6.6291E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.87E-03	0.00E+00
166	ALL	692414.72	4149771.92	1.8788E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.10E-03	0.00E+00
167	ALL	692368.18	4149821.45	1.5617E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.12E-04	0.00E+00
168	ALL	692414.21	4149821.92	1.3026E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.61E-04	0.00E+00
169	ALL	692261.34	4149947.47	1.0171E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	5.94E-04	0.00E+00
170	ALL	692367.67	4149871.45	1.1275E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	6.58E-04	0.00E+00
171	ALL	692413.70	4149871.92	9.5887E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.60E-04	0.00E+00
172	ALL	692321.13	4149920.97	9.8691E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.76E-04	0.00E+00
173	ALL	692320.11	4150020.97	6.2037E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.62E-04	0.00E+00
174	ALL	692366.14	4150021.44	5.4399E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.18E-04	0.00E+00
175	ALL	692412.17	4150021.91	4.7739E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.79E-04	0.00E+00
176	ALL	692300.18	4149978.86	7.8655E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.59E-04	0.00E+00
177	ALL	692243.49	4149968.96	9.5490E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	5.58E-04	0.00E+00
178	ALL	692269.59	4149994.16	7.9573E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.65E-04	0.00E+00
179	ALL	692212.89	4150026.56	7.8392E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.58E-04	0.00E+00
180	ALL	692737.51	4149709.72	7.4270E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	4.34E-04	0.00E+00
181	ALL	692775.30	4149740.32	6.0141E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.51E-04	0.00E+00
182	ALL	692431.52	4149763.72	1.8595E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.09E-03	0.00E+00
183	ALL	692305.21	4149689.94	7.6897E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	4.49E-03	0.00E+00
184	ALL	692325.41	4149680.54	8.3178E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	4.86E-03	0.00E+00
185	ALL	691781.61	4149463.00	5.5853E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.26E-04	0.00E+00
186	ALL	691850.68	4149301.38	2.8270E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	1.65E-04	0.00E+00
187	ALL	691909.87	4149358.70	4.4440E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.59E-04	0.00E+00
188	ALL	691754.83	4149459.24	5.1229E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	2.99E-04	0.00E+00
189	ALL	691872.76	4149447.03	6.7336E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.93E-04	0.00E+00
190	ALL	691851.26	4149625.96	1.6002E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	9.34E-04	0.00E+00
191	ALL	691854.32	4149684.69	2.0473E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.20E-03	0.00E+00
192	ALL	691870.27	4149668.40	2.0877E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	1.22E-03	0.00E+00
193	ALL	691873.41	4149554.21	1.2134E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	7.08E-04	0.00E+00
194	ALL	692395.37	4149407.68	3.4378E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	2.01E-02	0.00E+00
195	ALL	692529.76	4149417.54	3.5378E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	2.07E-02	0.00E+00
196	ALL	692545.26	4149418.48	3.3645E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.96E-02	0.00E+00
197	ALL	692574.40	4149401.57	2.3789E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.39E-02	0.00E+00
198	ALL	692307.04	4149395.46	2.1346E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	1.25E-02	0.00E+00
199	ALL	692274.62	4149393.58	1.4246E-06	0.26YrCancerMean_InhSoilDermMMilkCrops	8.32E-03	0.00E+00
200	ALL	692669.81	4149292.95	6.4591E-07	0.26YrCancerMean_InhSoilDermMMilkCrops	3.77E-03	0.00E+00
201	ALL	692761.27	4149724.31	6.5552E-08	0.26YrCancerMean_InhSoilDermMMilkCrops	3.83E-04	0.00E+00

HARP2 - HRACalc (dated 22118) 5/10/2023 4:04:52 AM - Output Log

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

Receptor Type: Resident
Scenario: All
Calculation Method: Mean

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 0.26

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 0.26
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\0006.004\Construction HARP\GOLDEN STATE
CONSTRUCTION\hra\Unmitigated ConstructionCancerRisk.csv
Cancer risk total by receptor saved to: F:\Move\0006.004\Construction HARP\GOLDEN STATE
CONSTRUCTION\hra\Unmitigated ConstructionCancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to: F:\Move\0006.004\Construction HARP\GOLDEN STATE
CONSTRUCTION\hra\Unmitigated ConstructionNCChronicRisk.csv
Chronic risk total by receptor saved to: F:\Move\0006.004\Construction HARP\GOLDEN STATE
CONSTRUCTION\hra\Unmitigated ConstructionNCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to: F:\Move\0006.004\Construction HARP\GOLDEN STATE
CONSTRUCTION\hra\Unmitigated ConstructionNCAcuteRisk.csv
Acute risk total by receptor saved to: F:\Move\0006.004\Construction HARP\GOLDEN STATE
CONSTRUCTION\hra\Unmitigated ConstructionNCAcuteRiskSumByRec.csv
HRA ran successfully
```