

## MEMORANDUM

**DATE:** November 20, 2020

**To:** Victor Ortiz, Public Works Director, City of Colton

**FROM:** Michael Slavick, Senior Air Quality Specialist  
 Jeff Haynes, Air Quality Analyst

**SUBJECT:** Air Quality and Greenhouse Gas Memorandum for the Dhillon Truck and Trailer Repair Project (LSA Project No. CLT1802.04)

### INTRODUCTION

LSA has prepared this Air Quality and Greenhouse Gas Memorandum for the Dhillon Truck and Trailer Repair Project (project) in Colton, California. The purpose of this memorandum is to provide the air quality and greenhouse gas (GHG) emissions analysis in support of the Initial Study Categorical Exemption. Consistent with California Environmental Quality Act (CEQA) Guidelines Section 15071, this air quality and GHG analysis includes a description of the project, an evaluation of the potential air quality and GHG impacts, and findings consistent with the checklist requirements found in Appendix G of the 2019 *CEQA Guidelines* for environmental review. This memorandum evaluates the potential air quality and GHG impacts that may result from implementation of the proposed project. The City of Colton (City) is the Lead Agency under CEQA and its City Council will be responsible for the adoption of the environmental analysis and approval of the project.

### PROJECT DESCRIPTION

The air quality and GHG emissions analysis has been prepared to evaluate the potential air quality and GHG impacts associated with the proposed project. The modeled emissions analyses are provided as Attachment A.

The proposed project site is located at 201 South Mission Drive, Colton, California. The proposed project would construct a 5,000-square foot truck and trailer repair facility and associated 55,451-square foot semi-truck/trailer paved storage yard on a 1.77-acre undeveloped lot Assessor’s Parcel Numbers 0276-121-09 and 0276-121-17. The proposed project would tentatively begin construction in early 2021 with an estimated completion date by the end of 2021 or early 2022.

### SURROUNDING SENSITIVE USES

Certain land uses are considered sensitive to air quality. Any project that has the potential to directly affect a sensitive receptor located within 1,000 feet and results in an air quality impact

greater than the CEQA significance thresholds discussed below would be deemed to have a potentially significant impact.<sup>1</sup> Examples of these sensitive receptors include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest off-site sensitive receptors to the project site are the residential land uses (i.e., single-family residences), located approximately 166 meters (545 feet) north of the proposed project site. The nearest school is Washington High School located approximately 726 meters (2,381 feet) northwest of the proposed project site. Interstate 10 traverses between the residential and school land uses and the project site.

## APPROACH TO ANALYSIS

To evaluate air pollutant emissions from the construction and operation of the proposed project, LSA conducted a California Emissions Estimator Model (CalEEMod), Version 2016.3.2, analysis, which is the current air quality and land use emissions model recommended by the California Air Resources Board (CARB) for evaluating emissions from land use projects. Construction emissions were based on CalEEMod defaults. For the purpose of this analysis, the construction schedule was assumed to begin early 2021 and would be completed in approximately 10 months in late 2021. Emissions from operation of the proposed project include vehicle emissions, area source emissions, and energy use emissions. The construction and operational emissions were then compared with CEQA air quality significance thresholds from the South Coast Air Quality Management District (SCAQMD).<sup>2</sup>

## AIR QUALITY IMPACT ANALYSIS

### Consistency with Applicable Air Quality Plan

The proposed project site is within the South Coast Air Basin (Basin), which is managed by the SCAQMD. The California Environmental Protection Agency (CalEPA) has designated the status of the Basin as nonattainment for ozone (O<sub>3</sub>), particulate matter less than 2.5 or 10 microns in size (PM<sub>2.5</sub> or PM<sub>10</sub>, respectively) under the California Ambient Air Quality Standards (CAAQS). Under the National Ambient Air Quality Standards (NAAQS), the United States Environmental Protection Agency (EPA) has designated the status of the Basin as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the air quality management plan (AQMP) for the Basin. The applicable AQMP is the SCAQMD Final 2016 AQMP. The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

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<sup>1</sup> California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Website: <https://www.arb.ca.gov/ch/handbook.pdf> (accessed November 2020).

<sup>2</sup> SCAQMD. Air Quality Significance Thresholds. April 2019. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf> (accessed November 2020).

The proposed project is not considered a project of statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, or shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space) as defined in the California Code of Regulations (CCR) (Title 14, Division 6, Chapter 3, Article 13, §15206(b)).

As previously noted, the proposed project would construct a 5,000-square foot truck and trailer repair facility with associated paved storage yard. The proposed project is consistent with the City's General Plan existing land use M2 – Heavy Industrial use and existing zoning designation for the site of M-U/N (Mixed-Used Downtown).<sup>1</sup> The proposed project would not generate any increase in population beyond that which has already been planned for by SCAG and the City; therefore, the proposed project is consistent with the 2016 AQMP. Impacts would be less than significant and no mitigation is required.

### Criteria Pollutant Emissions Analysis

The Basin is currently designated nonattainment for the federal and State standards for O<sub>3</sub> and PM<sub>2.5</sub>. In addition, the Basin is in nonattainment for the State PM<sub>10</sub> standard. In addition, the area is designated for maintenance for carbon monoxide (CO) and nitrogen dioxide (NO<sub>2</sub>). The Basin's nonattainment and maintenance status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of Ambient Air Quality Standards (AAQS). Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

The SCAQMD's *CEQA Air Quality Handbook*<sup>2</sup> establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact. Table A presents the construction and operational significance thresholds.

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<sup>1</sup> City of Colton. 2019. City of Colton Zoning Map. October. Website: [https://www.ci.colton.ca.us/DocumentCenter/View/6690/Zoning\\_current-to-O-09-19](https://www.ci.colton.ca.us/DocumentCenter/View/6690/Zoning_current-to-O-09-19) (accessed November 2020).

<sup>2</sup> South Coast Air Quality Management District (SCAQMD). 1993. Air Quality Analysis Handbook. November. Website: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook> (accessed November 2020).

**Table A: SCAQMD Air Quality Significance Thresholds**

Air Pollutant	Construction Phase (lbs/day)	Operational Phase (lbs/day)
VOCs	75	55
CO	550	550
NOx	100	55
SOx	150	150
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55

Source: SCAQMD. Air Quality Significance Thresholds. April 2019. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf> (accessed November 2020).

CO = carbon monoxide

lbs/day = pounds

NOx = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

VOCs = volatile organic compounds

SCAQMD = South Coast Air Quality Management District

SOx = sulfur oxides

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the thresholds of significance based on the level above which a project’s individual emissions would result in a cumulatively considerable contribution to the Basin’s existing air quality conditions. Therefore, a project that exceeds the SCAQMD project-specific thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

*Construction Emissions*

During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site leveling, trenching, paving, and other activities. Emissions from construction equipment are also anticipated and would include criteria pollutants (CO, NOx, VOC, PM<sub>2.5</sub>, and PM<sub>10</sub>) and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Construction emissions were estimated for the project using CalEEMod, consistent with SCAQMD recommendations for the proposed project. For purposes of air quality analysis, it is assumed that construction would occur in one phase and consist of the following construction activities: site preparation, grading/trenching, building construction, paving, and architectural coatings (painting). The proposed project site is located on a 1.77-acre lot with no existing infrastructure. During project grading, approximately 684 cubic yards of soil would be excavated and exported from the project site. CalEEMod defaults are assumed for the construction activities, off-road equipment, on-road construction fleet mix and trip lengths. Fugitive dust emission control measures, such as watering the exposed surface area, will occur at least three times daily in accordance with SCAQMD Rule 403.

Table B presents the maximum daily emissions associated with construction activities during each construction phase and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

**Table B: Short-Term Regional Construction Emissions**

Construction Phase	Maximum Daily Regional Pollutant Emissions (lbs/day)							
	VOCs	NOx	CO	SOx	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
Site Preparation	1.6	17.4	7.9	0.0	2.4	0.8	1.2	0.7
Grading	1.4	15.3	6.8	0.0	1.9	0.6	1.0	0.6
Building Construction	2.0	14.7	14.0	0.0	0.3	0.7	0.1	0.7
Paving	1.3	7.8	9.3	0.0	0.1	0.4	0.0	0.4
Architectural Coating	6.4	1.5	2.0	<0.1	0.1	0.1	0.0	0.1
<b>Peak Daily Emissions</b>	<b>6.4</b>	<b>17.4</b>	<b>14.0</b>	<b>0.0</b>	<b>3.1</b>		<b>1.9</b>	
<b>SCAQMD Thresholds</b>	<b>75.0</b>	<b>100.0</b>	<b>550.0</b>	<b>150.0</b>	<b>150.0</b>		<b>55.0</b>	
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>		<b>No</b>	

Source: Compiled by LSA Associates, Inc. (November 2020).

Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide

PM<sub>2.5</sub> = fine particulate matter

lbs/day = pounds per day

SCAQMD = South Coast Air Quality Management District

NOx = nitrogen oxides

SOx = sulfur oxides

PM<sub>10</sub> = coarse particulate matter

VOCs = volatile organic compounds

As shown in Table B, construction emissions associated with the project would not exceed the SCAQMD’s thresholds for VOC, NOx, CO, SOx, PM<sub>2.5</sub>, or PM<sub>10</sub> emissions. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS. Impacts would be less than significant and no mitigation is required.

### Operational Emissions

Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources. Area sources include architectural coatings, consumer products, and landscaping. Energy source emissions result from activities in buildings for which electricity and natural gas are used. Mobile-source emissions are from vehicle trips associated with operation of the project.

LSA compiled long-term operational emissions associated with the proposed project, including trip generation rates. The proposed project would generate 153 average daily trips (ADTs) upon completion (i.e., heavy duty trucks and light duty automobiles would generate 140 and 13 ADTs, respectively). The analysis used the current version of CalEEMod; however, the model does not incorporate the most recent and approved version of the CARB on-road vehicle Emission Factor Model, (EMFAC) 2017. The CARB has prepared off-model adjustment factors for both EMFAC2014 and EMFAC2017 to account for the impact of federal Safer Affordable Fuel-Efficient Vehicles Rule (SAFE) Part One and the Final SAFE Rule in light-duty vehicles. These adjustments are provided in the form of multipliers applied to emissions outputs from EMFAC to account for the impact of these rules and actions. These adjustment factors for operation would apply to the employee light duty automobiles, which represent a small portion of the overall operational emissions. Given the small adjustment factor and the low employee vehicle emissions, the SAFE adjustments would not change the significance findings of the operational emissions. Table C shows the project’s projected

operational emissions of criteria pollutants from area, energy, and mobile sources of the completed project buildout.

**Table C: Operational Emissions**

Source	Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Area Sources	0.1	<0.1	<0.1	0.0	<0.1	<0.1
Project Energy Sources	<0.1	0.0	0.0	<0.1	<0.1	<0.1
Project Mobile Sources	0.4	16.4	3.2	0.0	0.5	0.2
<b>Total Project Emissions</b>	<b>0.5</b>	<b>16.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.2</b>
<b>SCAQMD Thresholds</b>	<b>55.0</b>	<b>55.0</b>	<b>550.0</b>	<b>150.0</b>	<b>150.0</b>	<b>55.0</b>
<b>Exceeds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA Associates, Inc. (November 2020).

Note: Some values may appear not accurate due to rounding. The emissions presented in this table reflect the impact of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. SAFE Rule applied to Light Duty Vehicles. California Air Resources Board (CARB). 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One. November 20. Website: [https://ww3.arb.ca.gov/msei/emfac\\_off\\_model\\_adjustment\\_factors\\_final\\_draft.pdf](https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf) (accessed November 2020).

CO = carbon monoxide

PM<sub>10</sub> = particulate matter less than 10 microns in size

lbs/day = pounds per day

SCAQMD = South Coast Air Quality Management District

NOx = nitrogen oxides

SOx = sulfur oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

VOC = volatile organic compounds

As shown in Table C, the proposed project would not exceed the significance criteria for daily operational VOC, NOx, CO, SOx, PM<sub>10</sub>, or PM<sub>2.5</sub> emissions during any operational period. Table C also shows the increase in criteria pollutants is minimal and would not exceed SCAQMD significance criteria. Therefore, operation of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS and impacts would be less than significant. No mitigation is required.

### Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD has developed a set of mass emissions rate lookup tables that can be used to evaluate localized impacts on nearby sensitive receptors that may result from on-site emission activities. Localized Significance Thresholds (LSTs) are developed based upon the size or total area of the emissions source from the construction equipment activities, the ambient air quality levels in each Source Receptor Area (SRA) in which the emission source is located, and the distance to the sensitive receptor. The nearest sensitive receptors (i.e., single-family residences) are located approximately 166 meters (545 feet) north from the project boundary across Interstate 10. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State AAQS, and are developed based on the ambient concentrations of that pollutant for each SRA. As identified above, for the proposed project, the appropriate SRA for the LST is SRA 34 (Central San Bernardino Valley).

When mass emissions for LST analysis are quantified, only emissions that occur on site are considered. Consistent with SCAQMD LST guidelines, emissions related to off-site construction and operational truck trips are not considered in the evaluation of localized impacts. LSTs only apply to

CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions during construction and operation at the discretion of the Lead Agency. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are approximately 5 acres or less. The proposed project site is 1.77 acres; however, the daily disturbance area during construction of the proposed project site is conservatively based on 2 acres.<sup>1</sup> Therefore, screening-level analysis of LSTs for 2 acres was used for construction and operational activities.

Localized significance is determined by comparing the on-site-only portion of the construction and operational emissions with emissions thresholds derived by the SCAQMD to ensure pollutant concentrations at nearby sensitive receptors would be below the LST established by the SCAQMD. Table D summarizes the construction LST analyses of the CalEEMod results.

**Table D: Localized Construction Emissions**

Source	Pollutant Emissions			
	NO <sub>x</sub> (lbs./day)	CO (lbs./day)	PM <sub>10</sub> (lbs./day)	PM <sub>2.5</sub> (lbs./day)
On-Site Emissions	17.4	12.9	3.0	1.9
<b>Localized Significance Thresholds</b>	<b>339.0</b>	<b>5,119.0</b>	<b>69.0</b>	<b>21.0</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (November 2020).

SRA 34, based on 2-acre construction disturbance daily area.

CO = carbon monoxide

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

NO<sub>x</sub> = nitrogen oxides

PM<sub>10</sub> = particulate matter less than 10 microns in size

As shown in Table D, emissions would not exceed the construction LSTs. The project’s peak construction NO<sub>x</sub> emissions amount to approximately 17.4 pounds per day. Therefore, the project construction emissions would not expose sensitive receptors to substantial pollutant concentrations. Table E summarizes the operational LST analyses of the CalEEMod results for project buildout conditions.

**Table E: Localized Operational Emissions**

Source	Pollutant Emissions			
	NO <sub>x</sub> (lbs/day)	CO (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
On-Site Emissions	0.8	0.2	<0.1	0.0
<b>Localized Significance Thresholds</b>	<b>339.0</b>	<b>5,119.0</b>	<b>17.0</b>	<b>5.6</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (November 2020).

SRA 34, based on 2-acre operational daily area.

CO = carbon monoxide

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

NO<sub>x</sub> = nitrogen oxides

PM<sub>10</sub> = particulate matter less than 10 microns in size

Although project-level NO<sub>x</sub> emissions would generate O<sub>3</sub> precursor emissions, as identified in Table E, these levels would not exceed any established SCAQMD daily emission thresholds. The project’s

<sup>1</sup> South Coast Air Quality Management District (SCAQMD). Air Quality Significance Thresholds. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf> (accessed November 2020).

peak operational NO<sub>x</sub> emissions amount to approximately 0.8 pounds per day. Due to the incremental size of the proposed project, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level. On a regional scale, the quantity of emissions from the project is incrementally minor. Because the SCAQMD has not identified an accurate method to quantify health impacts from small projects and, due to the size of the project, it is speculative to assign any specific health effects to small project-related emissions. Therefore, impacts related to substantial pollutant concentrations for construction and operation would be less than significant. No mitigation is required.

### Odor Emission Analysis

Other emissions, including nuisance odors, may occur during the operation of diesel-fueled equipment during construction and operation of the proposed project. Construction activities would emit odors, primarily from heavy-duty equipment exhaust and the application of paving asphalts and architectural coatings. However, the construction activity would cease to occur after construction is completed. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. No other sources of objectionable odors have been identified for the proposed project and no mitigation measures are required.

SCAQMD Rules 402, 403, and 431.2, as well as Title 13, CCR Section 2449(d)(d), require the project applicant to include implementation of standard control measures for fugitive dust and diesel equipment emissions. Additionally, operators of heavy-duty equipment and vehicles are required to limit vehicle idling to five minutes or less. Additionally, SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property." Adherence to these rules is standard regulatory policy for all development and would reduce impacts from other emissions such as nuisance odors to less than significant levels. No mitigation is required.

### GREENHOUSE GAS IMPACT ANALYSIS

*State CEQA Guidelines* Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." Climate change is a global issue and is described in the context of the cumulative environment. Therefore, the project is considered in the context of multiple sectors and the combined efforts of many industries, including development. The primary GHG emissions generated by the project would be carbon dioxide (CO<sub>2</sub>). This analysis represents an estimate of the project's GHG emissions through the quantification of CO<sub>2</sub> emissions (Attachment A). The following project activities were analyzed for their contribution to global CO<sub>2</sub> emissions.



## GHG Thresholds of Significance

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting held in September 2010 (Meeting No. 15), the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where it is not the lead agency:

- **Tier 1: Exemptions.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2: Consistency with a Locally Adopted GHG Reduction Plan.** If the project complies with a climate action plan, GHG emissions reduction plan, or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (e.g., city or county), project-level and cumulative GHG emissions are less than significant.
- **Tier 3: Numerical Screening-Level Threshold.** If GHG emissions are less than the numerical screening-level threshold, project-level and cumulative GHG emissions are less than significant. For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the SCAQMD requires an assessment of GHG emissions. The SCAQMD, under Option 1, is proposing a "bright-line" screening-level threshold of 3,000 metric tons of carbon dioxide equivalent per year (MT CO<sub>2</sub>e/yr) for all land use types or, under Option 2, the following land-use-specific thresholds: 1,400 MT CO<sub>2</sub>e/yr for commercial projects, 3,500 MT CO<sub>2</sub>e/yr for residential projects, or 3,000 MT CO<sub>2</sub>e/yr for mixed-use projects. This bright-line threshold is based on a review of the Office of Planning and Research (OPR) database of CEQA projects. Based on the SCAQMD's review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact related to GHG emissions.
- **Tier 4: Performance Standards.** If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per capita efficiency targets.

### *SCAQMD Interim GHG Thresholds for Commercial Projects*

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) in September 2010, SCAQMD identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency (SCAQMD 2010):

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the SCAQMD requires an assessment of GHG emissions. The SCAQMD Working Group has identified a “bright-line” screening-level threshold of 3,000 MT CO<sub>2</sub>e/yr for all land use types. Therefore, projects that do not exceed the bright-line threshold would have a nominal and, therefore, less than cumulatively considerable impact on GHG emissions:

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.
- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project’s GHG emissions is warranted.

Project-related GHG emissions include on-road transportation, energy use, water use and wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The SCAQMD Working Group identified that, because construction activities would result in a “one-time” net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings, in general, it is reasonable to look at a 30-year time frame, because this is a typical interval before a new building requires the first major renovation.

For the purpose of the proposed project, SCAQMD’s project-level threshold of 3,000 MT CO<sub>2</sub>e for all land uses is used.

### City of Colton Climate Action Plan

The City Council formally adopted the City of Colton Climate Action Plan (CAP) on November 3, 2015. The CAP was designed to reinforce the City’s commitment to reducing GHG emissions and to show how the City is to comply with the State of California’s GHG emission reduction standards. The CAP includes goals and policies to promote energy efficiency, waste reduction, and resource conservation and recycling. The CAP’s GHG emission targets and goals are based on meeting the goals in Executive Order (EO) B-30-15 and Senate Bill (SB) 32 and following the CAP guidelines established in the 2017 Scoping Plan.

In addition, detailed goals and policies to reduce overall City energy consumption and support the City’s GHG reduction measures are summarized using the City’s General Plan Air Quality Element adopted in 1992, and the Land Use Element, which was updated in 2013. The goals and policies in the strategies include the following:

- **Policy 2.1.2:** Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.
- **Policy 2.3.1:** Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.
- **Policy 2.3.2:** Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.

- **Goal 4:** A pattern of land uses which can be efficiently served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.
- **Policy 4.2:** Improve the balance between jobs and housing in order to create a more efficient urban form.
- **Program 4.2.2:** Improve jobs/housing balance at a subregional level in relation to major activity centers as new development occurs by: Allowing/encouraging intensified development around transit nodes and along transit corridors.
- **Goal 6:** Reduced emissions through reduced energy consumption.

The updated Land Use and Mobility Elements of the City's General Plan was adopted on August 2013. GHG reduction measures that relate to the proposed project are:

- **Policy LU-5.1:** Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.
- **Policy LU-5.5:** Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective.
- **Policy LU-5.6:** Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality, and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.
- **Policy LU-5.7:** Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

#### *Thresholds of Significance for this Project*

The proposed project's consistency with the SCAQMD Interim GHG threshold of 3,000 MT CO<sub>2</sub>e/yr and the City's CAP has been used in this analysis as the measure of significance for GHG emissions.

#### **Greenhouse Gas Emission Analysis**

Construction and operation of project development would generate GHG emissions. The following activities associated with the proposed project could contribute directly or indirectly to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, which typically use

fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., CO<sub>2</sub>, methane [CH<sub>4</sub>], and nitrous oxide [N<sub>2</sub>O]). Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. The project will satisfy green building measures by installing daylighting rooms such that all of the conditioned space will have daylight-using windows, solar tubes, skylights, or equivalents.

- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.
- **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH<sub>4</sub> (the major component of natural gas) and CO<sub>2</sub> (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. CalEEMod defaults were used to estimate these emissions from the project. California's water conveyance system is energy-intensive. The proposed project would also install low-flow water fixtures consistent with 2019 CALGreen, and efficient irrigation systems in compliance with the modern water-efficient landscape ordinance.<sup>1</sup>
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH<sub>4</sub> from the anaerobic decomposition of organic materials. CH<sub>4</sub> is 25 times more potent a GHG than CO<sub>2</sub>. However, landfill CH<sub>4</sub> can also be a source of energy. In addition, many materials in landfills do not decompose fully and the carbon that remains is sequestered in the landfill and not released into the atmosphere. The proposed project would implement the Statewide goal of meeting the 75 percent recycling program on site.<sup>2</sup>

GHG emissions associated with project construction would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with project-related new vehicular trips and stationary-source emissions (e.g., natural gas used for heating and electricity usage for lighting). The GHG emissions presented in Table F include construction emissions in terms of CO<sub>2</sub> and annual CO<sub>2</sub>e GHG emissions during construction from increased energy consumption, water usage, solid waste disposal, and estimated GHG emissions from vehicular traffic that would result from implementation of the proposed project.

### *Construction Emissions*

Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Table F

<sup>1</sup> CALGreen. 2019. (Title 24, Part 11): Current edition & supplements. Website: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen> (accessed November 2020).

<sup>2</sup> California Department of Resources Recycling and Recovery (CalRecycle). 2017. 75 Percent Strategy Published. August. Website: <https://www.calrecycle.ca.gov/75percent> (accessed November 2020).

presents the estimated GHG emissions by respective phase and net amortized emissions for the proposed project.

**Table F: Estimated Construction Greenhouse Gas Emissions**

Construction Phase	Greenhouse Gas Emissions, CO <sub>2</sub> e (Metric Tons per Year)
Site Preparation	1.6
Grading	19.1
Building Construction	206.8
Paving	6.6
Architectural Coating	1.5
<b>Total Construction Emissions</b>	<b>235.6</b>
<b>Construction Emissions Amortized over 30 years</b>	<b>7.9</b>

Source: Compiled by LSA Associates, Inc. (November 2020).

Note: Numbers may appear to not sum correctly due to rounding.

CO<sub>2</sub>e = carbon dioxide equivalent

As indicated in Table F, project construction would result in total emissions of 235.6 MT of CO<sub>2</sub>e, for the amortized total of 7.9 MT CO<sub>2</sub>e over 30 years.

### *Operational Emissions*

Long-term operation of the project would generate GHG emissions from mobile, area, off-road, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The operational GHG emissions estimates were also calculated using CalEEMod. Table G details the operational emissions associated with the proposed project.

As discussed above, according to the SCAQMD, a project would have less than significant GHG emissions if it would result in operations-related GHG emissions of less than 3,000 MT CO<sub>2</sub>e/yr. As indicated in Table G, the proposed project would result in an increase of 606.8 MT CO<sub>2</sub>e/yr, which is below the Interim SCAQMD’s threshold of 3,000 MT CO<sub>2</sub>e/yr. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be less than significant and no mitigation is required.

**Table G: Estimated Operational GHG Emissions (MT/yr)**

Emissions Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Project Area Sources	<1.0	0.0	0.0	<1.0
Project Energy Sources	31.0	<1.0	<1.0	31.2
Project Mobile Sources	553.1	<1.0	0.0	554.5
Project Waste Sources	3.9	<1.0	0.0	9.6
Project Water Sources	3.1	<1.0	<1.0	3.6
<b>Total Operational Emissions</b>				<b>598.9</b>
Amortized Construction Emissions				7.9
<b>Total with Amortized Emissions</b>				<b>606.8</b>
<b>SCAQMD Threshold</b>				<b>3,000</b>
<b>Exceed?</b>				<b>No</b>

Source: Compiled by LSA Associates, Inc. (November 2020).

Note: Some values may appear not accurate due to rounding. The emissions presented in this table reflect the impact of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. SAFE Rule applied to Light Duty Vehicles. California Air Resources Board (CARB). 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One. November 20. Website: [https://ww3.arb.ca.gov/msei/emfac\\_off\\_model\\_adjustment\\_factors\\_final\\_draft.pdf](https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf) (accessed November 2020).

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

MT/yr = metric tons per year

N<sub>2</sub>O = nitrogen dioxide

### Consistency with Applicable Plans

The City of Colton has a CAP that has a goal to reduce its community GHG emissions to a level that is 15 percent below its 2008 GHG emissions level by 2020.<sup>1</sup> The City has exceeded this goal through a combination of State and County reduction measures, but the CAP also includes various local measures to further reduce GHG emissions. The CAP identifies a series of local measures to help guide the City in the areas of building energy, transportation, solid waste management, wastewater treatment, and water conveyance to further reduce communitywide GHG emissions. Measures that are applicable to the project include meeting the City’s waste diversion goal consistent with CALGreen, reducing the amount of water, energy, and fuels consumed, and demonstrating energy efficiency in new development. Consistent with State and City regulatory requirements, the project would comply with the current Title 24 standards and be required to meet Tier 1 CALGreen Standards.

The Scoping Plan, approved by the CARB on December 12, 2008, provides a framework for actions to reduce California’s GHG emissions and requires the CARB and other State agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. To the extent that the California Green Building regulations are applicable to the project, the project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Regarding consistency with SB 32 (goal of reducing GHG emissions to 40 percent below 1990 levels by 2030) and EO S-3-05 (goal of reducing GHG emissions to 80 percent below 1990 levels by 2050),

<sup>1</sup> City Of Colton. 2015. Climate Action Plan. Website: [https://www.ci.colton.ca.us/DocumentCenter/View/4338/Appdx-A-4\\_Climate-Action-Plan?bidld=](https://www.ci.colton.ca.us/DocumentCenter/View/4338/Appdx-A-4_Climate-Action-Plan?bidld=) (accessed November 2020).

there are no established protocols or thresholds of significance for that future-year analysis. However, the CARB has expressed optimism with regard to both the 2030 and 2050 goals and believes that the State is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in Assembly Bill (AB) 32, SB 32, and EO S-3-05. This is confirmed in California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), which states, "This Plan draws from the experiences in developing and implementing previous plans to present a path to reaching California's 2030 GHG reduction target. The Plan is a package of economically viable and technologically feasible actions to not just keep California on track to achieve its 2030 target, but stay on track for a low- to zero-carbon economy by involving every part of the state."<sup>1</sup> The 2017 Scoping Plan also states that although "the Scoping Plan charts the path to achieving the 2030 GHG emissions reduction target, we also need momentum to propel us to the 2050 Statewide GHG target (80 percent below 1990 levels)." The project would not interfere with implementation of any of the 2017 Scoping Plan GHG reduction goals for 2030 or 2050 because the project would not exceed the SCAQMD's GHG threshold of 3,000 MT CO<sub>2</sub>e/yr, which was established based on the goal of AB 32 to reduce Statewide GHG emissions to 1990 levels by 2020. Because the project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the State's trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

The California legislature passed SB 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For SCAG, the regional planning organization for the Southern California region encompassing Ventura, Los Angeles, Riverside, San Bernardino, and Orange Counties, the SCS is contained in the 2010 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020 RTP/SCS plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. This plan focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development.

The project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the project would not exceed the SCAQMD's GHG threshold of 3,000 MT CO<sub>2</sub>e/yr, which was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. Because the project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the State's trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050. Therefore, the proposed project would be consistent with State, regional, and local goals and policies aimed at reducing GHG emissions and would have a less than significant impact on any plans, policies, or regulations relating to the emissions of GHGs.

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<sup>1</sup> CARB. 2017. The 2017 Climate Change Scoping Plan Update. Website: [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf) (accessed in November 2020)

## CONCLUSION

Based on the analysis presented above, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SCAQMD thresholds of significance for criteria pollutants. In addition, operational emissions associated with the proposed project would not exceed SCAQMD established significance thresholds for VOCs, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> emissions. The proposed project would not result in a cumulatively considerable contribution to regional air quality impacts. In addition, the proposed project is not expected to produce significant emissions that would affect nearby sensitive receptors. The proposed project would also not result in nuisance odors affecting a substantial number of people. GHG emissions released during operation of the proposed project are estimated to be lower than the 3,000 MT CO<sub>2</sub>e/yr significance threshold recommended by the SCAQMD for industrial projects. Therefore, the proposed project's GHG emissions would be considered a less than significant impact. In addition, the proposed project would be consistent with State goals detailed in AB 32 and SB 32.

## ATTACHMENTS

- A: CalEEMod Output Files



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## **ATTACHMENT A**

### **CALEEMOD OUTPUT FILES**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Annual

**Dhillon Truck And Trailer Repair  
South Coast AQMD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	55.45	1000sqft	1.66	55,451.00	0
Automobile Care Center	5.00	1000sqft	0.11	5,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Annual

Project Characteristics -

Land Use - 5,000 sf automotive repair building with paved surfaces on 1.77 ac lot.

Construction Phase - Grading time extended 20 days for excavation and trenching. Building Construction shorted by 20 days.

Grading - Cut 1,554 CY. Fill 870 CY. Net export 684 CY.

Vehicle Trips - Trip Generation Rate of 30.6 for 153 ADT.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Construction Off-road Equipment Mitigation - Water exposed areas at least three times daily for Fugative Dust Control.

Fleet Mix - HHD 140 ADT, and LDA 13 ADT.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	3,327.00	3,250.00
tblAreaCoating	Area_Parking	3327	3250
tblConstructionPhase	NumDays	4.00	24.00
tblConstructionPhase	NumDays	200.00	180.00
tblFleetMix	HHD	0.03	0.92
tblFleetMix	HHD	0.03	0.92
tblFleetMix	LDA	0.55	0.09
tblFleetMix	LDA	0.55	0.09
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8460e-003	0.00

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tblFleetMix	LHD2	5.8460e-003	0.00
tblFleetMix	MCY	4.8550e-003	0.00
tblFleetMix	MCY	4.8550e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9600e-004	0.00
tblFleetMix	MH	8.9600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0990e-003	0.00
tblFleetMix	OBUS	2.0990e-003	0.00
tblFleetMix	SBUS	7.0900e-004	0.00
tblFleetMix	SBUS	7.0900e-004	0.00
tblFleetMix	UBUS	1.8280e-003	0.00
tblFleetMix	UBUS	1.8280e-003	0.00
tblGrading	AcresOfGrading	9.00	1.50
tblGrading	MaterialExported	0.00	684.00
tblLandUse	LandUseSquareFeet	55,450.00	55,451.00
tblLandUse	LotAcreage	1.27	1.66
tblTripsAndVMT	WorkerTripNumber	25.00	24.00
tblVehicleEF	LDA	264.19	267.10
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDA	278.35	281.41
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDA	259.61	262.46
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDT1	329.66	333.29

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tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT1	346.09	349.90
tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT1	324.17	327.74
tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT2	369.39	373.46
tblVehicleEF	LDT2	78.41	79.28
tblVehicleEF	LDT2	388.48	392.75
tblVehicleEF	LDT2	78.41	79.28
tblVehicleEF	LDT2	363.05	367.05
tblVehicleEF	LDT2	78.41	79.28
tblVehicleTrips	ST_TR	23.72	30.60
tblVehicleTrips	SU_TR	11.88	30.60
tblVehicleTrips	WD_TR	23.72	30.60

## 2.0 Emissions Summary

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Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2021	4-30-2021	0.5297	0.5297
2	5-1-2021	7-31-2021	0.5453	0.5453
3	8-1-2021	9-30-2021	0.3616	0.3616
		Highest	0.5453	0.5453

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	0.0248	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-003	1.5000e-003	0.0000	0.0000	1.6000e-003
Energy	8.8000e-004	7.9600e-003	6.6900e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	31.0227	31.0227	1.0900e-003	3.5000e-004	31.1542
Mobile	0.0669	2.9843	0.5190	5.6400e-003	0.0870	3.8200e-003	0.0908	0.0238	3.6600e-003	0.0275	0.0000	553.0992	553.0992	0.0565	0.0000	554.5120
Waste						0.0000	0.0000		0.0000	0.0000	3.8771	0.0000	3.8771	0.2291	0.0000	9.6054
Water						0.0000	0.0000		0.0000	0.0000	0.1492	2.9722	3.1214	0.0155	3.9000e-004	3.6231
<b>Total</b>	<b>0.0925</b>	<b>2.9923</b>	<b>0.5265</b>	<b>5.6900e-003</b>	<b>0.0870</b>	<b>4.4300e-003</b>	<b>0.0914</b>	<b>0.0238</b>	<b>4.2700e-003</b>	<b>0.0281</b>	<b>4.0264</b>	<b>587.0956</b>	<b>591.1220</b>	<b>0.3022</b>	<b>7.4000e-004</b>	<b>598.8964</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Annual

**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	0.0248	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-003	1.5000e-003	0.0000	0.0000	1.6000e-003
Energy	8.8000e-004	7.9600e-003	6.6900e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	31.0227	31.0227	1.0900e-003	3.5000e-004	31.1542
Mobile	0.0669	2.9843	0.5190	5.6400e-003	0.0870	3.8200e-003	0.0908	0.0238	3.6600e-003	0.0275	0.0000	553.0992	553.0992	0.0565	0.0000	554.5120
Waste						0.0000	0.0000		0.0000	0.0000	3.8771	0.0000	3.8771	0.2291	0.0000	9.6054
Water						0.0000	0.0000		0.0000	0.0000	0.1492	2.9722	3.1214	0.0155	3.9000e-004	3.6231
<b>Total</b>	<b>0.0925</b>	<b>2.9923</b>	<b>0.5265</b>	<b>5.6900e-003</b>	<b>0.0870</b>	<b>4.4300e-003</b>	<b>0.0914</b>	<b>0.0238</b>	<b>4.2700e-003</b>	<b>0.0281</b>	<b>4.0264</b>	<b>587.0956</b>	<b>591.1220</b>	<b>0.3022</b>	<b>7.4000e-004</b>	<b>598.8964</b>

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

**3.0 Construction Detail**

**Construction Phase**



Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2021	2/2/2021	5	2	
2	Grading	Grading	2/3/2021	3/8/2021	5	24	
3	Building Construction	Building Construction	3/9/2021	11/15/2021	5	180	
4	Paving	Paving	11/16/2021	11/29/2021	5	10	
5	Architectural Coating	Architectural Coating	11/30/2021	12/13/2021	5	10	

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 1.66**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,500; Non-Residential Outdoor: 2,500; Striped Parking Area: 3,250 (Architectural Coating – sqft)**

**OffRoad Equipment**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	86.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	24.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
<b>Total</b>	<b>1.5600e-003</b>	<b>0.0174</b>	<b>7.5600e-003</b>	<b>2.0000e-005</b>	<b>5.8000e-003</b>	<b>7.7000e-004</b>	<b>6.5700e-003</b>	<b>2.9500e-003</b>	<b>7.0000e-004</b>	<b>3.6500e-003</b>	<b>0.0000</b>	<b>1.5118</b>	<b>1.5118</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5241</b>

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**3.2 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0765	0.0765	0.0000	0.0000	0.0765
<b>Total</b>	<b>3.0000e-005</b>	<b>2.0000e-005</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0765</b>	<b>0.0765</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0765</b>

**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					2.2600e-003	0.0000	2.2600e-003	1.1500e-003	0.0000	1.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
<b>Total</b>	<b>1.5600e-003</b>	<b>0.0174</b>	<b>7.5600e-003</b>	<b>2.0000e-005</b>	<b>2.2600e-003</b>	<b>7.7000e-004</b>	<b>3.0300e-003</b>	<b>1.1500e-003</b>	<b>7.0000e-004</b>	<b>1.8500e-003</b>	<b>0.0000</b>	<b>1.5118</b>	<b>1.5118</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5241</b>

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**3.2 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0765	0.0765	0.0000	0.0000	0.0765
<b>Total</b>	<b>3.0000e-005</b>	<b>2.0000e-005</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0765</b>	<b>0.0765</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0765</b>

**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0550	0.0000	0.0550	0.0299	0.0000	0.0299	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0155	0.1720	0.0760	1.7000e-004		7.6500e-003	7.6500e-003		7.0400e-003	7.0400e-003	0.0000	14.8604	14.8604	4.8100e-003	0.0000	14.9806
<b>Total</b>	<b>0.0155</b>	<b>0.1720</b>	<b>0.0760</b>	<b>1.7000e-004</b>	<b>0.0550</b>	<b>7.6500e-003</b>	<b>0.0627</b>	<b>0.0299</b>	<b>7.0400e-003</b>	<b>0.0369</b>	<b>0.0000</b>	<b>14.8604</b>	<b>14.8604</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>14.9806</b>

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**3.3 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.2000e-004	0.0112	2.3800e-003	3.0000e-005	7.4000e-004	3.0000e-005	7.7000e-004	2.0000e-004	3.0000e-005	2.4000e-004	0.0000	3.2108	3.2108	2.2000e-004	0.0000	3.2163
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.0000e-004	3.3500e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9174	0.9174	2.0000e-005	0.0000	0.9181
<b>Total</b>	<b>7.2000e-004</b>	<b>0.0115</b>	<b>5.7300e-003</b>	<b>4.0000e-005</b>	<b>1.7900e-003</b>	<b>4.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>4.0000e-005</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>4.1282</b>	<b>4.1282</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>4.1344</b>

**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					0.0215	0.0000	0.0215	0.0117	0.0000	0.0117	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0155	0.1720	0.0760	1.7000e-004		7.6500e-003	7.6500e-003		7.0400e-003	7.0400e-003	0.0000	14.8604	14.8604	4.8100e-003	0.0000	14.9805
<b>Total</b>	<b>0.0155</b>	<b>0.1720</b>	<b>0.0760</b>	<b>1.7000e-004</b>	<b>0.0215</b>	<b>7.6500e-003</b>	<b>0.0291</b>	<b>0.0117</b>	<b>7.0400e-003</b>	<b>0.0187</b>	<b>0.0000</b>	<b>14.8604</b>	<b>14.8604</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>14.9805</b>

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**3.3 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.2000e-004	0.0112	2.3800e-003	3.0000e-005	7.4000e-004	3.0000e-005	7.7000e-004	2.0000e-004	3.0000e-005	2.4000e-004	0.0000	3.2108	3.2108	2.2000e-004	0.0000	3.2163
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.0000e-004	3.3500e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9174	0.9174	2.0000e-005	0.0000	0.9181
<b>Total</b>	<b>7.2000e-004</b>	<b>0.0115</b>	<b>5.7300e-003</b>	<b>4.0000e-005</b>	<b>1.7900e-003</b>	<b>4.0000e-005</b>	<b>1.8300e-003</b>	<b>4.8000e-004</b>	<b>4.0000e-005</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>4.1282</b>	<b>4.1282</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>4.1344</b>

**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1631	1.2273	1.1609	1.9800e-003		0.0616	0.0616		0.0595	0.0595	0.0000	163.3929	163.3929	0.0292	0.0000	164.1221
<b>Total</b>	<b>0.1631</b>	<b>1.2273</b>	<b>1.1609</b>	<b>1.9800e-003</b>		<b>0.0616</b>	<b>0.0616</b>		<b>0.0595</b>	<b>0.0595</b>	<b>0.0000</b>	<b>163.3929</b>	<b>163.3929</b>	<b>0.0292</b>	<b>0.0000</b>	<b>164.1221</b>

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**3.4 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5600e-003	0.0871	0.0216	2.3000e-004	5.6700e-003	1.8000e-004	5.8500e-003	1.6400e-003	1.7000e-004	1.8000e-003	0.0000	21.9732	21.9732	1.3900e-003	0.0000	22.0079
Worker	9.0000e-003	6.6500e-003	0.0753	2.3000e-004	0.0237	1.8000e-004	0.0239	6.2900e-003	1.6000e-004	6.4600e-003	0.0000	20.6423	20.6423	5.5000e-004	0.0000	20.6561
<b>Total</b>	<b>0.0116</b>	<b>0.0937</b>	<b>0.0969</b>	<b>4.6000e-004</b>	<b>0.0294</b>	<b>3.6000e-004</b>	<b>0.0297</b>	<b>7.9300e-003</b>	<b>3.3000e-004</b>	<b>8.2600e-003</b>	<b>0.0000</b>	<b>42.6155</b>	<b>42.6155</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>42.6640</b>

**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	0.1631	1.2272	1.1609	1.9800e-003		0.0616	0.0616		0.0595	0.0595	0.0000	163.3927	163.3927	0.0292	0.0000	164.1219
<b>Total</b>	<b>0.1631</b>	<b>1.2272</b>	<b>1.1609</b>	<b>1.9800e-003</b>		<b>0.0616</b>	<b>0.0616</b>		<b>0.0595</b>	<b>0.0595</b>	<b>0.0000</b>	<b>163.3927</b>	<b>163.3927</b>	<b>0.0292</b>	<b>0.0000</b>	<b>164.1219</b>



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**3.4 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5600e-003	0.0871	0.0216	2.3000e-004	5.6700e-003	1.8000e-004	5.8500e-003	1.6400e-003	1.7000e-004	1.8000e-003	0.0000	21.9732	21.9732	1.3900e-003	0.0000	22.0079
Worker	9.0000e-003	6.6500e-003	0.0753	2.3000e-004	0.0237	1.8000e-004	0.0239	6.2900e-003	1.6000e-004	6.4600e-003	0.0000	20.6423	20.6423	5.5000e-004	0.0000	20.6561
<b>Total</b>	<b>0.0116</b>	<b>0.0937</b>	<b>0.0969</b>	<b>4.6000e-004</b>	<b>0.0294</b>	<b>3.6000e-004</b>	<b>0.0297</b>	<b>7.9300e-003</b>	<b>3.3000e-004</b>	<b>8.2600e-003</b>	<b>0.0000</b>	<b>42.6155</b>	<b>42.6155</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>42.6640</b>

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	2.1700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>6.0400e-003</b>	<b>0.0387</b>	<b>0.0443</b>	<b>7.0000e-005</b>		<b>2.0800e-003</b>	<b>2.0800e-003</b>		<b>1.9100e-003</b>	<b>1.9100e-003</b>	<b>0.0000</b>	<b>5.8825</b>	<b>5.8825</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>5.9291</b>

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**3.5 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6212	0.6212	2.0000e-005	0.0000	0.6216
<b>Total</b>	<b>2.7000e-004</b>	<b>2.0000e-004</b>	<b>2.2700e-003</b>	<b>1.0000e-005</b>	<b>7.1000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.6212</b>	<b>0.6212</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6216</b>

**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	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	2.1700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>6.0400e-003</b>	<b>0.0387</b>	<b>0.0443</b>	<b>7.0000e-005</b>		<b>2.0800e-003</b>	<b>2.0800e-003</b>		<b>1.9100e-003</b>	<b>1.9100e-003</b>	<b>0.0000</b>	<b>5.8825</b>	<b>5.8825</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>5.9291</b>

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**3.5 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6212	0.6212	2.0000e-005	0.0000	0.6216
<b>Total</b>	<b>2.7000e-004</b>	<b>2.0000e-004</b>	<b>2.2700e-003</b>	<b>1.0000e-005</b>	<b>7.1000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.6212</b>	<b>0.6212</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6216</b>

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0307					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
<b>Total</b>	<b>0.0318</b>	<b>7.6300e-003</b>	<b>9.0900e-003</b>	<b>1.0000e-005</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.2788</b>

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**3.6 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.7000e-004	0.0000	2.7000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2389	0.2389	1.0000e-005	0.0000	0.2391
<b>Total</b>	<b>1.0000e-004</b>	<b>8.0000e-005</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>2.8000e-004</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.2389</b>	<b>0.2389</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2391</b>

**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	0.0307					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
<b>Total</b>	<b>0.0318</b>	<b>7.6300e-003</b>	<b>9.0900e-003</b>	<b>1.0000e-005</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.2788</b>

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**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.7000e-004	0.0000	2.7000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2389	0.2389	1.0000e-005	0.0000	0.2391
<b>Total</b>	<b>1.0000e-004</b>	<b>8.0000e-005</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>2.8000e-004</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.2389</b>	<b>0.2389</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2391</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	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	0.0669	2.9843	0.5190	5.6400e-003	0.0870	3.8200e-003	0.0908	0.0238	3.6600e-003	0.0275	0.0000	553.0992	553.0992	0.0565	0.0000	554.5120
Unmitigated	0.0669	2.9843	0.5190	5.6400e-003	0.0870	3.8200e-003	0.0908	0.0238	3.6600e-003	0.0275	0.0000	553.0992	553.0992	0.0565	0.0000	554.5120

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	153.00	153.00	153.00	204,951	204,951
Parking Lot	0.00	0.00	0.00		
Total	153.00	153.00	153.00	204,951	204,951

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Parking Lot	16.60	8.40	6.90	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
Automobile Care Center	0.085000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.915000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.085000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.915000	0.000000	0.000000	0.000000	0.000000	0.000000

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**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	0.0000	22.3538	22.3538	9.2000e-004	1.9000e-004	22.4338
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.3538	22.3538	9.2000e-004	1.9000e-004	22.4338
NaturalGas Mitigated	8.8000e-004	7.9600e-003	6.6900e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	8.6690	8.6690	1.7000e-004	1.6000e-004	8.7205
NaturalGas Unmitigated	8.8000e-004	7.9600e-003	6.6900e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	8.6690	8.6690	1.7000e-004	1.6000e-004	8.7205

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**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	162450	8.8000e-004	7.9600e-003	6.6900e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	8.6690	8.6690	1.7000e-004	1.6000e-004	8.7205
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>8.8000e-004</b>	<b>7.9600e-003</b>	<b>6.6900e-003</b>	<b>5.0000e-005</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>8.6690</b>	<b>8.6690</b>	<b>1.7000e-004</b>	<b>1.6000e-004</b>	<b>8.7205</b>

**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	162450	8.8000e-004	7.9600e-003	6.6900e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	8.6690	8.6690	1.7000e-004	1.6000e-004	8.7205
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>8.8000e-004</b>	<b>7.9600e-003</b>	<b>6.6900e-003</b>	<b>5.0000e-005</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>		<b>6.1000e-004</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>8.6690</b>	<b>8.6690</b>	<b>1.7000e-004</b>	<b>1.6000e-004</b>	<b>8.7205</b>



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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	50750	16.1700	6.7000e-004	1.4000e-004	16.2279
Parking Lot	19407.8	6.1838	2.6000e-004	5.0000e-005	6.2059
<b>Total</b>		<b>22.3538</b>	<b>9.3000e-004</b>	<b>1.9000e-004</b>	<b>22.4338</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	50750	16.1700	6.7000e-004	1.4000e-004	16.2279
Parking Lot	19407.8	6.1838	2.6000e-004	5.0000e-005	6.2059
<b>Total</b>		<b>22.3538</b>	<b>9.3000e-004</b>	<b>1.9000e-004</b>	<b>22.4338</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	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	0.0248	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-003	1.5000e-003	0.0000	0.0000	1.6000e-003
Unmitigated	0.0248	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-003	1.5000e-003	0.0000	0.0000	1.6000e-003

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	3.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0217					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-003	1.5000e-003	0.0000	0.0000	1.6000e-003
<b>Total</b>	<b>0.0248</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.5000e-003</b>	<b>1.5000e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.6000e-003</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0217					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-003	1.5000e-003	0.0000	0.0000	1.6000e-003
<b>Total</b>	<b>0.0248</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.5000e-003</b>	<b>1.5000e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.6000e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.1214	0.0155	3.9000e-004	3.6231
Unmitigated	3.1214	0.0155	3.9000e-004	3.6231

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.470406 / 0.288313	3.1214	0.0155	3.9000e-004	3.6231
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.1214</b>	<b>0.0155</b>	<b>3.9000e-004</b>	<b>3.6231</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.470406 / 0.288313	3.1214	0.0155	3.9000e-004	3.6231
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.1214</b>	<b>0.0155</b>	<b>3.9000e-004</b>	<b>3.6231</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.8771	0.2291	0.0000	9.6054
Unmitigated	3.8771	0.2291	0.0000	9.6054

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**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	19.1	3.8771	0.2291	0.0000	9.6054
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.8771</b>	<b>0.2291</b>	<b>0.0000</b>	<b>9.6054</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	19.1	3.8771	0.2291	0.0000	9.6054
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.8771</b>	<b>0.2291</b>	<b>0.0000</b>	<b>9.6054</b>

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**Dhillon Truck And Trailer Repair**  
**South Coast AQMD Air District, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	55.45	1000sqft	1.66	55,451.00	0
Automobile Care Center	5.00	1000sqft	0.11	5,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**



Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - 5,000 sf automotive repair building with paved surfaces on 1.77 ac lot.

Construction Phase - Grading time extended 20 days for excavation and trenching. Building Construction shorted by 20 days.

Grading - Cut 1,554 CY. Fill 870 CY. Net export 684 CY.

Vehicle Trips - Trip Generation Rate of 30.6 for 153 ADT.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Construction Off-road Equipment Mitigation - Water exposed areas at least three times daily for Fugative Dust Control.

Fleet Mix - HHD 140 ADT, and LDA 13 ADT.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	3,327.00	3,250.00
tblAreaCoating	Area_Parking	3327	3250
tblConstructionPhase	NumDays	4.00	24.00
tblConstructionPhase	NumDays	200.00	180.00
tblFleetMix	HHD	0.03	0.92
tblFleetMix	HHD	0.03	0.92
tblFleetMix	LDA	0.55	0.09
tblFleetMix	LDA	0.55	0.09
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8460e-003	0.00

## Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

tblFleetMix	LHD2	5.8460e-003	0.00
tblFleetMix	MCY	4.8550e-003	0.00
tblFleetMix	MCY	4.8550e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9600e-004	0.00
tblFleetMix	MH	8.9600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0990e-003	0.00
tblFleetMix	OBUS	2.0990e-003	0.00
tblFleetMix	SBUS	7.0900e-004	0.00
tblFleetMix	SBUS	7.0900e-004	0.00
tblFleetMix	UBUS	1.8280e-003	0.00
tblFleetMix	UBUS	1.8280e-003	0.00
tblGrading	AcresOfGrading	9.00	1.50
tblGrading	MaterialExported	0.00	684.00
tblLandUse	LandUseSquareFeet	55,450.00	55,451.00
tblLandUse	LotAcreage	1.27	1.66
tblTripsAndVMT	WorkerTripNumber	25.00	24.00
tblVehicleEF	LDA	264.19	267.10
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDA	278.35	281.41
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDA	259.61	262.46
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDT1	329.66	333.29

## Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT1	346.09	349.90
tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT1	324.17	327.74
tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT2	369.39	373.46
tblVehicleEF	LDT2	78.41	79.28
tblVehicleEF	LDT2	388.48	392.75
tblVehicleEF	LDT2	78.41	79.28
tblVehicleEF	LDT2	363.05	367.05
tblVehicleEF	LDT2	78.41	79.28
tblVehicleTrips	ST_TR	23.72	30.60
tblVehicleTrips	SU_TR	11.88	30.60
tblVehicleTrips	WD_TR	23.72	30.60

## 2.0 Emissions Summary

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Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**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	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
Energy	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Mobile	0.3562	16.4092	2.6048	0.0319	0.4859	0.0204	0.5063	0.1328	0.0195	0.1523		3,445.3424	3,445.3424	0.3291		3,453.5695
<b>Total</b>	<b>0.4971</b>	<b>16.4529</b>	<b>2.6476</b>	<b>0.0321</b>	<b>0.4859</b>	<b>0.0237</b>	<b>0.5097</b>	<b>0.1328</b>	<b>0.0229</b>	<b>0.1556</b>		<b>3,497.7167</b>	<b>3,497.7167</b>	<b>0.3301</b>	<b>9.6000e-004</b>	<b>3,506.2557</b>

**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	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
Energy	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Mobile	0.3562	16.4092	2.6048	0.0319	0.4859	0.0204	0.5063	0.1328	0.0195	0.1523		3,445.3424	3,445.3424	0.3291		3,453.5695
<b>Total</b>	<b>0.4971</b>	<b>16.4529</b>	<b>2.6476</b>	<b>0.0321</b>	<b>0.4859</b>	<b>0.0237</b>	<b>0.5097</b>	<b>0.1328</b>	<b>0.0229</b>	<b>0.1556</b>		<b>3,497.7167</b>	<b>3,497.7167</b>	<b>0.3301</b>	<b>9.6000e-004</b>	<b>3,506.2557</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2021	2/2/2021	5	2	
2	Grading	Grading	2/3/2021	3/8/2021	5	24	
3	Building Construction	Building Construction	3/9/2021	11/15/2021	5	180	
4	Paving	Paving	11/16/2021	11/29/2021	5	10	
5	Architectural Coating	Architectural Coating	11/30/2021	12/13/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 1.66

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,500; Non-Residential Outdoor: 2,500; Striped Parking Area: 3,250 (Architectural Coating – sqft)

#### OffRoad Equipment

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	86.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	24.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>5.7996</b>	<b>0.7654</b>	<b>6.5650</b>	<b>2.9537</b>	<b>0.7041</b>	<b>3.6578</b>		<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>



Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.2 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
<b>Total</b>	<b>0.0338</b>	<b>0.0219</b>	<b>0.3014</b>	<b>8.9000e-004</b>	<b>0.0894</b>	<b>6.6000e-004</b>	<b>0.0901</b>	<b>0.0237</b>	<b>6.1000e-004</b>	<b>0.0243</b>		<b>88.5923</b>	<b>88.5923</b>	<b>2.3800e-003</b>		<b>88.6518</b>

**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					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>2.2618</b>	<b>0.7654</b>	<b>3.0272</b>	<b>1.1519</b>	<b>0.7041</b>	<b>1.8561</b>	<b>0.0000</b>	<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.2 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
<b>Total</b>	<b>0.0338</b>	<b>0.0219</b>	<b>0.3014</b>	<b>8.9000e-004</b>	<b>0.0894</b>	<b>6.6000e-004</b>	<b>0.0901</b>	<b>0.0237</b>	<b>6.1000e-004</b>	<b>0.0243</b>		<b>88.5923</b>	<b>88.5923</b>	<b>2.3800e-003</b>		<b>88.6518</b>

**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5861	0.0000	4.5861	2.4903	0.0000	2.4903			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>4.5861</b>	<b>0.6379</b>	<b>5.2240</b>	<b>2.4903</b>	<b>0.5869</b>	<b>3.0772</b>		<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.3 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0260	0.9065	0.1919	2.7500e-003	0.0626	2.8100e-003	0.0654	0.0172	2.6900e-003	0.0199		297.2517	297.2517	0.0198		297.7475
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
<b>Total</b>	<b>0.0598</b>	<b>0.9284</b>	<b>0.4933</b>	<b>3.6400e-003</b>	<b>0.1520</b>	<b>3.4700e-003</b>	<b>0.1555</b>	<b>0.0409</b>	<b>3.3000e-003</b>	<b>0.0442</b>		<b>385.8440</b>	<b>385.8440</b>	<b>0.0222</b>		<b>386.3993</b>

**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					1.7886	0.0000	1.7886	0.9712	0.0000	0.9712			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>1.7886</b>	<b>0.6379</b>	<b>2.4265</b>	<b>0.9712</b>	<b>0.5869</b>	<b>1.5581</b>	<b>0.0000</b>	<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.3 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0260	0.9065	0.1919	2.7500e-003	0.0626	2.8100e-003	0.0654	0.0172	2.6900e-003	0.0199		297.2517	297.2517	0.0198		297.7475
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
<b>Total</b>	<b>0.0598</b>	<b>0.9284</b>	<b>0.4933</b>	<b>3.6400e-003</b>	<b>0.1520</b>	<b>3.4700e-003</b>	<b>0.1555</b>	<b>0.0409</b>	<b>3.3000e-003</b>	<b>0.0442</b>		<b>385.8440</b>	<b>385.8440</b>	<b>0.0222</b>		<b>386.3993</b>

**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>		<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.4 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0278	0.9538	0.2263	2.5500e-003	0.0640	1.9200e-003	0.0659	0.0184	1.8400e-003	0.0203		272.4385	272.4385	0.0165		272.8505
Worker	0.1013	0.0657	0.9041	2.6700e-003	0.2683	1.9700e-003	0.2702	0.0711	1.8200e-003	0.0730		265.7768	265.7768	7.1500e-003		265.9555
<b>Total</b>	<b>0.1291</b>	<b>1.0195</b>	<b>1.1305</b>	<b>5.2200e-003</b>	<b>0.3323</b>	<b>3.8900e-003</b>	<b>0.3362</b>	<b>0.0896</b>	<b>3.6600e-003</b>	<b>0.0932</b>		<b>538.2153</b>	<b>538.2153</b>	<b>0.0236</b>		<b>538.8059</b>

**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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>	<b>0.0000</b>	<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.4 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0278	0.9538	0.2263	2.5500e-003	0.0640	1.9200e-003	0.0659	0.0184	1.8400e-003	0.0203		272.4385	272.4385	0.0165		272.8505
Worker	0.1013	0.0657	0.9041	2.6700e-003	0.2683	1.9700e-003	0.2702	0.0711	1.8200e-003	0.0730		265.7768	265.7768	7.1500e-003		265.9555
<b>Total</b>	<b>0.1291</b>	<b>1.0195</b>	<b>1.1305</b>	<b>5.2200e-003</b>	<b>0.3323</b>	<b>3.8900e-003</b>	<b>0.3362</b>	<b>0.0896</b>	<b>3.6600e-003</b>	<b>0.0932</b>		<b>538.2153</b>	<b>538.2153</b>	<b>0.0236</b>		<b>538.8059</b>

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2088</b>	<b>7.7422</b>	<b>8.8569</b>	<b>0.0135</b>		<b>0.4153</b>	<b>0.4153</b>		<b>0.3830</b>	<b>0.3830</b>		<b>1,296.8664</b>	<b>1,296.8664</b>	<b>0.4111</b>		<b>1,307.1442</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.5 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0356	0.4897	1.4400e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		143.9624	143.9624	3.8700e-003		144.0592
<b>Total</b>	<b>0.0549</b>	<b>0.0356</b>	<b>0.4897</b>	<b>1.4400e-003</b>	<b>0.1453</b>	<b>1.0700e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>9.9000e-004</b>	<b>0.0395</b>		<b>143.9624</b>	<b>143.9624</b>	<b>3.8700e-003</b>		<b>144.0592</b>

**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	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2088</b>	<b>7.7422</b>	<b>8.8569</b>	<b>0.0135</b>		<b>0.4153</b>	<b>0.4153</b>		<b>0.3830</b>	<b>0.3830</b>	<b>0.0000</b>	<b>1,296.8664</b>	<b>1,296.8664</b>	<b>0.4111</b>		<b>1,307.1442</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.5 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0356	0.4897	1.4400e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		143.9624	143.9624	3.8700e-003		144.0592
<b>Total</b>	<b>0.0549</b>	<b>0.0356</b>	<b>0.4897</b>	<b>1.4400e-003</b>	<b>0.1453</b>	<b>1.0700e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>9.9000e-004</b>	<b>0.0395</b>		<b>143.9624</b>	<b>143.9624</b>	<b>3.8700e-003</b>		<b>144.0592</b>

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.1414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>6.3603</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>



Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.6 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0211	0.0137	0.1884	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		55.3702	55.3702	1.4900e-003		55.4074
<b>Total</b>	<b>0.0211</b>	<b>0.0137</b>	<b>0.1884</b>	<b>5.6000e-004</b>	<b>0.0559</b>	<b>4.1000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>3.8000e-004</b>	<b>0.0152</b>		<b>55.3702</b>	<b>55.3702</b>	<b>1.4900e-003</b>		<b>55.4074</b>

**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	6.1414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>6.3603</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0211	0.0137	0.1884	5.6000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		55.3702	55.3702	1.4900e-003		55.4074
<b>Total</b>	<b>0.0211</b>	<b>0.0137</b>	<b>0.1884</b>	<b>5.6000e-004</b>	<b>0.0559</b>	<b>4.1000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>3.8000e-004</b>	<b>0.0152</b>		<b>55.3702</b>	<b>55.3702</b>	<b>1.4900e-003</b>		<b>55.4074</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

	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	0.3562	16.4092	2.6048	0.0319	0.4859	0.0204	0.5063	0.1328	0.0195	0.1523		3,445.3424	3,445.3424	0.3291		3,453.5695
Unmitigated	0.3562	16.4092	2.6048	0.0319	0.4859	0.0204	0.5063	0.1328	0.0195	0.1523		3,445.3424	3,445.3424	0.3291		3,453.5695

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	153.00	153.00	153.00	204,951	204,951
Parking Lot	0.00	0.00	0.00		
Total	153.00	153.00	153.00	204,951	204,951

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Parking Lot	16.60	8.40	6.90	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
Automobile Care Center	0.085000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.915000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.085000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.915000	0.000000	0.000000	0.000000	0.000000	0.000000

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**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	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
NaturalGas Unmitigated	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**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	445.068	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>4.8000e-003</b>	<b>0.0436</b>	<b>0.0367</b>	<b>2.6000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>52.3610</b>	<b>52.3610</b>	<b>1.0000e-003</b>	<b>9.6000e-004</b>	<b>52.6722</b>

**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	0.445068	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>4.8000e-003</b>	<b>0.0436</b>	<b>0.0367</b>	<b>2.6000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>52.3610</b>	<b>52.3610</b>	<b>1.0000e-003</b>	<b>9.6000e-004</b>	<b>52.6722</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

	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	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
Unmitigated	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141

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	0.0168					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1186					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.7000e-004	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
<b>Total</b>	<b>0.1360</b>	<b>6.0000e-005</b>	<b>6.1800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0132</b>	<b>0.0132</b>	<b>3.0000e-005</b>		<b>0.0141</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

**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	0.0168					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1186					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.7000e-004	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
<b>Total</b>	<b>0.1360</b>	<b>6.0000e-005</b>	<b>6.1800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0132</b>	<b>0.0132</b>	<b>3.0000e-005</b>		<b>0.0141</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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Fire Pumps and Emergency Generators

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Summer

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**Dhillon Truck And Trailer Repair**  
**South Coast AQMD Air District, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	55.45	1000sqft	1.66	55,451.00	0
Automobile Care Center	5.00	1000sqft	0.11	5,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

Project Characteristics -

Land Use - 5,000 sf automotive repair building with paved surfaces on 1.77 ac lot.

Construction Phase - Grading time extended 20 days for excavation and trenching. Building Construction shorted by 20 days.

Grading - Cut 1,554 CY. Fill 870 CY. Net export 684 CY.

Vehicle Trips - Trip Generation Rate of 30.6 for 153 ADT.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Vehicle Emission Factors - SAFE Gasoline Light Dutys Factors Apply for 2022.

Construction Off-road Equipment Mitigation - Water exposed areas at least three times daily for Fugative Dust Control.

Fleet Mix - HHD 140 ADT, and LDA 13 ADT.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	3,327.00	3,250.00
tblAreaCoating	Area_Parking	3327	3250
tblConstructionPhase	NumDays	4.00	24.00
tblConstructionPhase	NumDays	200.00	180.00
tblFleetMix	HHD	0.03	0.92
tblFleetMix	HHD	0.03	0.92
tblFleetMix	LDA	0.55	0.09
tblFleetMix	LDA	0.55	0.09
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8460e-003	0.00

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tblFleetMix	LHD2	5.8460e-003	0.00
tblFleetMix	MCY	4.8550e-003	0.00
tblFleetMix	MCY	4.8550e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.9600e-004	0.00
tblFleetMix	MH	8.9600e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.0990e-003	0.00
tblFleetMix	OBUS	2.0990e-003	0.00
tblFleetMix	SBUS	7.0900e-004	0.00
tblFleetMix	SBUS	7.0900e-004	0.00
tblFleetMix	UBUS	1.8280e-003	0.00
tblFleetMix	UBUS	1.8280e-003	0.00
tblGrading	AcresOfGrading	9.00	1.50
tblGrading	MaterialExported	0.00	684.00
tblLandUse	LandUseSquareFeet	55,450.00	55,451.00
tblLandUse	LotAcreage	1.27	1.66
tblTripsAndVMT	WorkerTripNumber	25.00	24.00
tblVehicleEF	LDA	264.19	267.10
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDA	278.35	281.41
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDA	259.61	262.46
tblVehicleEF	LDA	56.82	57.45
tblVehicleEF	LDT1	329.66	333.29

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tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT1	346.09	349.90
tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT1	324.17	327.74
tblVehicleEF	LDT1	69.74	70.51
tblVehicleEF	LDT2	369.39	373.46
tblVehicleEF	LDT2	78.41	79.28
tblVehicleEF	LDT2	388.48	392.75
tblVehicleEF	LDT2	78.41	79.28
tblVehicleEF	LDT2	363.05	367.05
tblVehicleEF	LDT2	78.41	79.28
tblVehicleTrips	ST_TR	23.72	30.60
tblVehicleTrips	SU_TR	11.88	30.60
tblVehicleTrips	WD_TR	23.72	30.60

## 2.0 Emissions Summary

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Dhillion Truck And Trailer Repair - South Coast AQMD Air District, Winter

**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	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
Energy	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Mobile	0.3832	16.0735	3.1559	0.0299	0.4859	0.0219	0.5078	0.1328	0.0209	0.1537		3,229.2678	3,229.2678	0.3604		3,238.2773
<b>Total</b>	<b>0.5240</b>	<b>16.1172</b>	<b>3.1987</b>	<b>0.0301</b>	<b>0.4859</b>	<b>0.0252</b>	<b>0.5112</b>	<b>0.1328</b>	<b>0.0243</b>	<b>0.1571</b>		<b>3,281.6420</b>	<b>3,281.6420</b>	<b>0.3614</b>	<b>9.6000e-004</b>	<b>3,290.9635</b>

**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	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
Energy	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Mobile	0.3832	16.0735	3.1559	0.0299	0.4859	0.0219	0.5078	0.1328	0.0209	0.1537		3,229.2678	3,229.2678	0.3604		3,238.2773
<b>Total</b>	<b>0.5240</b>	<b>16.1172</b>	<b>3.1987</b>	<b>0.0301</b>	<b>0.4859</b>	<b>0.0252</b>	<b>0.5112</b>	<b>0.1328</b>	<b>0.0243</b>	<b>0.1571</b>		<b>3,281.6420</b>	<b>3,281.6420</b>	<b>0.3614</b>	<b>9.6000e-004</b>	<b>3,290.9635</b>

## Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

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

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2021	2/2/2021	5	2	
2	Grading	Grading	2/3/2021	3/8/2021	5	24	
3	Building Construction	Building Construction	3/9/2021	11/15/2021	5	180	
4	Paving	Paving	11/16/2021	11/29/2021	5	10	
5	Architectural Coating	Architectural Coating	11/30/2021	12/13/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 1.66

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,500; Non-Residential Outdoor: 2,500; Striped Parking Area: 3,250 (Architectural Coating – sqft)

#### OffRoad Equipment

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	86.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	24.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT



Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>5.7996</b>	<b>0.7654</b>	<b>6.5650</b>	<b>2.9537</b>	<b>0.7041</b>	<b>3.6578</b>		<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.2 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
<b>Total</b>	<b>0.0369</b>	<b>0.0240</b>	<b>0.2708</b>	<b>8.3000e-004</b>	<b>0.0894</b>	<b>6.6000e-004</b>	<b>0.0901</b>	<b>0.0237</b>	<b>6.1000e-004</b>	<b>0.0243</b>		<b>82.8534</b>	<b>82.8534</b>	<b>2.2200e-003</b>		<b>82.9089</b>

**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					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>2.2618</b>	<b>0.7654</b>	<b>3.0272</b>	<b>1.1519</b>	<b>0.7041</b>	<b>1.8561</b>	<b>0.0000</b>	<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.2 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
<b>Total</b>	<b>0.0369</b>	<b>0.0240</b>	<b>0.2708</b>	<b>8.3000e-004</b>	<b>0.0894</b>	<b>6.6000e-004</b>	<b>0.0901</b>	<b>0.0237</b>	<b>6.1000e-004</b>	<b>0.0243</b>		<b>82.8534</b>	<b>82.8534</b>	<b>2.2200e-003</b>		<b>82.9089</b>

**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5861	0.0000	4.5861	2.4903	0.0000	2.4903			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>4.5861</b>	<b>0.6379</b>	<b>5.2240</b>	<b>2.4903</b>	<b>0.5869</b>	<b>3.0772</b>		<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.3 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0267	0.9173	0.2060	2.7000e-003	0.0626	2.8500e-003	0.0655	0.0172	2.7300e-003	0.0199		291.7533	291.7533	0.0207		292.2700
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
<b>Total</b>	<b>0.0636</b>	<b>0.9413</b>	<b>0.4768</b>	<b>3.5300e-003</b>	<b>0.1520</b>	<b>3.5100e-003</b>	<b>0.1556</b>	<b>0.0409</b>	<b>3.3400e-003</b>	<b>0.0442</b>		<b>374.6068</b>	<b>374.6068</b>	<b>0.0229</b>		<b>375.1790</b>

**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					1.7886	0.0000	1.7886	0.9712	0.0000	0.9712			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>1.7886</b>	<b>0.6379</b>	<b>2.4265</b>	<b>0.9712</b>	<b>0.5869</b>	<b>1.5581</b>	<b>0.0000</b>	<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.3 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0267	0.9173	0.2060	2.7000e-003	0.0626	2.8500e-003	0.0655	0.0172	2.7300e-003	0.0199		291.7533	291.7533	0.0207		292.2700
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
<b>Total</b>	<b>0.0636</b>	<b>0.9413</b>	<b>0.4768</b>	<b>3.5300e-003</b>	<b>0.1520</b>	<b>3.5100e-003</b>	<b>0.1556</b>	<b>0.0409</b>	<b>3.3400e-003</b>	<b>0.0442</b>		<b>374.6068</b>	<b>374.6068</b>	<b>0.0229</b>		<b>375.1790</b>

**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>		<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.4 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0293	0.9507	0.2533	2.4800e-003	0.0640	1.9800e-003	0.0660	0.0184	1.9000e-003	0.0203		264.5502	264.5502	0.0177		264.9927
Worker	0.1107	0.0719	0.8125	2.4900e-003	0.2683	1.9700e-003	0.2702	0.0711	1.8200e-003	0.0730		248.5603	248.5603	6.6600e-003		248.7268
<b>Total</b>	<b>0.1400</b>	<b>1.0227</b>	<b>1.0658</b>	<b>4.9700e-003</b>	<b>0.3323</b>	<b>3.9500e-003</b>	<b>0.3362</b>	<b>0.0896</b>	<b>3.7200e-003</b>	<b>0.0933</b>		<b>513.1105</b>	<b>513.1105</b>	<b>0.0244</b>		<b>513.7195</b>

**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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>	<b>0.0000</b>	<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.4 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0293	0.9507	0.2533	2.4800e-003	0.0640	1.9800e-003	0.0660	0.0184	1.9000e-003	0.0203		264.5502	264.5502	0.0177		264.9927
Worker	0.1107	0.0719	0.8125	2.4900e-003	0.2683	1.9700e-003	0.2702	0.0711	1.8200e-003	0.0730		248.5603	248.5603	6.6600e-003		248.7268
<b>Total</b>	<b>0.1400</b>	<b>1.0227</b>	<b>1.0658</b>	<b>4.9700e-003</b>	<b>0.3323</b>	<b>3.9500e-003</b>	<b>0.3362</b>	<b>0.0896</b>	<b>3.7200e-003</b>	<b>0.0933</b>		<b>513.1105</b>	<b>513.1105</b>	<b>0.0244</b>		<b>513.7195</b>

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2088</b>	<b>7.7422</b>	<b>8.8569</b>	<b>0.0135</b>		<b>0.4153</b>	<b>0.4153</b>		<b>0.3830</b>	<b>0.3830</b>		<b>1,296.8664</b>	<b>1,296.8664</b>	<b>0.4111</b>		<b>1,307.1442</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.5 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4401	1.3500e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		134.6368	134.6368	3.6100e-003		134.7270
<b>Total</b>	<b>0.0600</b>	<b>0.0390</b>	<b>0.4401</b>	<b>1.3500e-003</b>	<b>0.1453</b>	<b>1.0700e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>9.9000e-004</b>	<b>0.0395</b>		<b>134.6368</b>	<b>134.6368</b>	<b>3.6100e-003</b>		<b>134.7270</b>

**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	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2088</b>	<b>7.7422</b>	<b>8.8569</b>	<b>0.0135</b>		<b>0.4153</b>	<b>0.4153</b>		<b>0.3830</b>	<b>0.3830</b>	<b>0.0000</b>	<b>1,296.8664</b>	<b>1,296.8664</b>	<b>0.4111</b>		<b>1,307.1442</b>



Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.5 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4401	1.3500e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		134.6368	134.6368	3.6100e-003		134.7270
<b>Total</b>	<b>0.0600</b>	<b>0.0390</b>	<b>0.4401</b>	<b>1.3500e-003</b>	<b>0.1453</b>	<b>1.0700e-003</b>	<b>0.1464</b>	<b>0.0385</b>	<b>9.9000e-004</b>	<b>0.0395</b>		<b>134.6368</b>	<b>134.6368</b>	<b>3.6100e-003</b>		<b>134.7270</b>

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.1414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>6.3603</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.6 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0231	0.0150	0.1693	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		51.7834	51.7834	1.3900e-003		51.8181
<b>Total</b>	<b>0.0231</b>	<b>0.0150</b>	<b>0.1693</b>	<b>5.2000e-004</b>	<b>0.0559</b>	<b>4.1000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>3.8000e-004</b>	<b>0.0152</b>		<b>51.7834</b>	<b>51.7834</b>	<b>1.3900e-003</b>		<b>51.8181</b>

**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	6.1414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>6.3603</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0231	0.0150	0.1693	5.2000e-004	0.0559	4.1000e-004	0.0563	0.0148	3.8000e-004	0.0152		51.7834	51.7834	1.3900e-003		51.8181
<b>Total</b>	<b>0.0231</b>	<b>0.0150</b>	<b>0.1693</b>	<b>5.2000e-004</b>	<b>0.0559</b>	<b>4.1000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>3.8000e-004</b>	<b>0.0152</b>		<b>51.7834</b>	<b>51.7834</b>	<b>1.3900e-003</b>		<b>51.8181</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

	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	0.3832	16.0735	3.1559	0.0299	0.4859	0.0219	0.5078	0.1328	0.0209	0.1537		3,229.2678	3,229.2678	0.3604		3,238.2773
Unmitigated	0.3832	16.0735	3.1559	0.0299	0.4859	0.0219	0.5078	0.1328	0.0209	0.1537		3,229.2678	3,229.2678	0.3604		3,238.2773

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	153.00	153.00	153.00	204,951	204,951
Parking Lot	0.00	0.00	0.00		
Total	153.00	153.00	153.00	204,951	204,951

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Parking Lot	16.60	8.40	6.90	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
Automobile Care Center	0.085000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.915000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.085000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.915000	0.000000	0.000000	0.000000	0.000000	0.000000

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**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	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
NaturalGas Unmitigated	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**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	445.068	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>4.8000e-003</b>	<b>0.0436</b>	<b>0.0367</b>	<b>2.6000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>52.3610</b>	<b>52.3610</b>	<b>1.0000e-003</b>	<b>9.6000e-004</b>	<b>52.6722</b>

**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	0.445068	4.8000e-003	0.0436	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003		52.3610	52.3610	1.0000e-003	9.6000e-004	52.6722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>4.8000e-003</b>	<b>0.0436</b>	<b>0.0367</b>	<b>2.6000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>52.3610</b>	<b>52.3610</b>	<b>1.0000e-003</b>	<b>9.6000e-004</b>	<b>52.6722</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

	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	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
Unmitigated	0.1360	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141

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	0.0168					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1186					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.7000e-004	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
<b>Total</b>	<b>0.1360</b>	<b>6.0000e-005</b>	<b>6.1800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0132</b>	<b>0.0132</b>	<b>3.0000e-005</b>		<b>0.0141</b>

Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

**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	0.0168					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1186					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.7000e-004	6.0000e-005	6.1800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0132	0.0132	3.0000e-005		0.0141
<b>Total</b>	<b>0.1360</b>	<b>6.0000e-005</b>	<b>6.1800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0132</b>	<b>0.0132</b>	<b>3.0000e-005</b>		<b>0.0141</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**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
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**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators



## Dhillon Truck And Trailer Repair - South Coast AQMD Air District, Winter

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

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

Equipment Type	Number
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**11.0 Vegetation**

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