Stantec

Memo

To:	County of Nevada Department of Information and General Services	From:	Matthew McPherson, Air Quality and Climate Change Consultant Stantec Consulting Services, Inc.
File:	Nevada County Regional Law Enforcement Indoor Shooting Range Project	Date:	November 19, 2025

Reference: Air Quality, Greenhouse Gas, and Energy Memorandum for the Nevada County Regional Law Enforcement Indoor Shooting Range Project

Introduction

PURPOSE

The purpose of the Air Quality, Greenhouse Gas, and Energy Memorandum (Memo) is to support the environmental review under the California Environmental Quality Act (CEQA) for the Nevada County Regional Law Enforcement Indoor Shooting Range Project (proposed project) in City of Nevada City, California (City). This Memo has been prepared to analyze the potential air quality and greenhouse gas (GHG) emissions generated and energy usage from the proposed project.

PROJECT LOCATION

The project site is located at the existing Sheriff's Office Regional Dispatch and Training Facility located at 434 Kahele Court in Nevada City, California. It is bordered to the west by County-owned open space, to the east by the Nevada City Elks Lodge, to the north by Highway 49, and to the south by residential parcels along American Hill Road.

PROPOSED PROJECT

The proposed project includes construction of a one-story building of approximately 13,702 square feet. The building would contain a 12-lane, 50-yard indoor firing range, with variable lighting, moveable target systems, armory, ammunition and equipment storage, office space for instructors, restrooms, and a classroom accommodating up to 30 people is also planned. The structure would be built of concrete or reinforced masonry consistent with the existing facility and would include energy-efficient systems and modern Heating, Ventilation, and Air Conditioning (HVAC) equipment meeting Occupational Safety and Health Administration (OSHA), United States Environmental Protection Agency (USEPA), and National Institute for Occupational Safety and Health (NIOSH) standards for air quality and lead control.

Reference: **Air Quality, Greenhouse Gas, and Energy Memorandum for the Nevada County Regional Law Enforcement Indoor Shooting Range Project**

Air Quality

ENVIRONMENTAL SETTING

The project site is located within the Mountain Counties Air Basin (MCAB) and within the jurisdiction of the NSAQMD. The MCAB encompasses all of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa Counties, as well as the middle portion of Placer County and the western portion of El Dorado County. Air quality in this area is determined by natural factors including topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

Climate and Meteorology

The MCAB is located along the northern Sierra Nevada, close to or contiguous with the Nevada border, and covers an area of roughly 11,000 square miles. Elevations range from over 10,000 feet at the Sierra crest down to several hundred feet above sea level at the Sacramento County boundary. Throughout the MCAB, the topography is highly variable, and includes rugged mountain peaks and valleys with extreme slopes and differences in altitude in the Sierras, as well as rolling foothills to the west.

The general climate of the MCAB varies considerably with elevation and proximity to the Sierra Ridge. The terrain features of the MCAB make it possible for various climates to exist in relatively close proximity. The pattern of mountains and hills causes a wide variation in rainfall, temperature, and localized winds throughout the MCAB. Temperature variations have an important influence on basin wind flow, dispersion along mountain ridges, vertical mixing, and photochemistry. The Sierra Nevada receives large amounts of precipitation from storms moving in from the Pacific in the winter, with lighter amounts from intermittent “Monsoonal” moisture flows from the south and cumulus buildup in the summer. Precipitation levels are high in the highest mountain elevations but decline rapidly toward the western portion of the MCAB. Winter temperatures in the mountains can be below freezing for weeks at a time, and substantial depths of snow can accumulate, but in the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow. In the summer, temperatures in the mountains are mild, with daytime peaks in the 70s to low 80s Fahrenheit (F), but the western end of the MCAB can routinely exceed 100 degrees F.

From an air quality perspective, the topography and meteorology of the MCAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. Inversion layers, where warm air overlays cooler air, frequently occur and trap pollutants close to the ground. In the winter, these conditions can lead to carbon monoxide (CO) “hotspots” along heavily traveled roads and at busy intersections. During summer’s longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic compounds (ROG) and oxides of nitrogen (NOx) that results in the formation of ozone (O_3). Because of its long formation time, ozone is a regional pollutant rather than a local hotspot problem. In the summer, the strong upwind valley air flowing into the MCAB from the Central Valley to the west is an effective transport medium for ozone precursors and ozone generated in the Bay Area and the Sacramento and San Joaquin valleys. These transported pollutants predominate as

the cause of O_3 in the MCAB and are largely responsible for the exceedances of the state and federal ozone AAQS in the MCAB. [1]

Criteria Air Pollutants

Criteria air pollutants includes O_3, CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (measured both in units of smaller than 2.5 microns in diameter [$PM_{2.5}$] and in units of particulate matter smaller than 10 microns in diameter [PM_{10}]), and lead (Pb).

Ozone (O_3). The majority of ground-level ozone is formed as a result of complex photochemical reactions in the atmosphere between ROGs, NOx and oxygen. ROGs and NOx are considered precursors to the formation of ozone, a highly reactive gas that can damage lung tissue and affect respiratory function. While ozone in the lower atmosphere is considered a damaging air pollutant, ozone in the upper atmosphere is beneficial, as it protects the Earth from harmful ultraviolet radiation. However, atmospheric processes preclude ground-level ozone from reaching the upper atmosphere.

Carbon Monoxide (CO). CO is a colorless, odorless, poisonous gas produced by the incomplete combustion of fossil fuels. Elevated levels of CO can result in harmful health effects, especially for the young and elderly, and can also contribute to global climate change.

Nitrogen Dioxide (NO_2). NO_2 is a brownish, highly reactive gas primarily produced as a result of the burning of fossil fuels. NO_2 can also lead to the formation of ozone in the lower atmosphere. NO_2 can cause respiratory ailments, especially in the young and elderly, and can lead to degradations in the health of aquatic and terrestrial ecosystems.

Sulfur Dioxide (SO_2). SO_2 is primarily emitted from the combustion of coal and oil by steel mills, pulp and paper mills, and non-ferrous smelters. High concentrations of SO_2 can aggravate existing respiratory and cardiovascular diseases in asthmatics and others who suffer from emphysema or bronchitis. SO_2 also contributes to acid rain, which in turn, can lead to the acidification of lakes and streams.

Particulate Matter (PM). Airborne PM is not a single pollutant, but rather is a mixture of many chemical species. PM is a complex mixture of solids and aerosols composed of small droplets of liquid, dry solid fragments, and solid cores with liquid coatings. Particles vary widely in size, shape, and chemical composition, and may contain inorganic ions, metallic compounds, elemental carbon, organic compounds, and compounds from the earth's crust. Particles are defined by their diameter for air quality regulatory purposes. Those with a diameter of 10 microns or less (PM_{10}) are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter ($PM_{2.5}$). Therefore, $PM_{2.5}$ compromises a portion of PM_{10}. Emissions from combustion of gasoline, oil, diesel fuel or wood produce much of the $PM_{2.5}$ pollution found in outdoor air, as well as significant proportion of PM_{10}. PM_{10} also includes dust from construction sites, landfills and agriculture, wildfires and

[1] EDCAPCD. 2002. Guide to Air Quality Assessment Determining Significance of Air Quality Impacts Under the California Environmental Quality Act. Available online at: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/air-quality/guide-to-air-quality-assessment.pdf. Accessed November 2025.

brush/waste burning, industrial sources, wind-blown dust from open lands, pollen, and fragments of bacteria.

PM may be either directly emitted from sources (primarily particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NOx, and certain organic compounds.

Lead (Pb). Sources of Pb include pipes, fuel, and paint, although the use of Pb in these materials has declined dramatically in recent years. Historically, a main source of Pb was automobile emissions. Pb can be inhaled directly or ingested by consuming Pb-contaminated food, water, or dust. Fetuses and children are most susceptible to Pb poisoning, which can result in heart disease and nervous system damage. Through regulations, the USEPA has gradually reduced the Pb content of gasoline. This program has essentially eliminated violations of the Pb standard in urban areas except those areas with Pb point sources. Additionally, lead exposure can occur at shooting ranges and continues to be a significant problem for employees and visitors and shooting ranges have the potential to release lead into the surrounding environment.[2]

Ambient Air Quality Standards

Under the federal Clean Air Act (CAA) as amended, states are responsible for enforcing the established air quality regulations established by the USEPA. The California Air Resources Board (CARB) enforces air pollution regulations and sets guidelines, as contained in the California State Implementation Plan (SIP), to attain and maintain the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) within the State of California. The CAA Amendments of 1990 established new federal nonattainment[3] classifications, new emission control requirements, and new compliance dates for nonattainment areas. The CAA identified two types of NAAQS. Primary standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.[4] The CAAQS are equal to or more stringent than the NAAQS and include pollutants for which national standards do not exist. The NSAQMD is designated as non-attainment for state and federal eight-hour O_3, state one-hour O_3, and state PM_{10}. Table 1 presents the applicable NAAQS and CAAQS.

Table 1. National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]	National Standards[2]	
			Primary	Secondary
Ozone (O_3)	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as

2 California Department of Public Health. 2019. Lead Hazards at Shooting Ranges. Available online at https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/OHB/OLPPP/Pages/ShootingRanges.aspx. Accessed November 2025.

3 Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for a NAAQS.

4 USEPA. 2025. Reviewing National Ambient Air Quality Standards (NAAQS): Scientific and Technical Information. Available online at: https://www.epa.gov/naaqs. Accessed November 2025.

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Pollutant	Averaging Time	California Standards[1]	National Standards[2]	
			Primary	Secondary
	1-hour	0.09 ppm (180 µg/m^3)	--	Primary Standards
Carbon monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	--
	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	
Sulfur dioxide (SO_2)	Annual arithmetic mean	--	0.030 ppm (80 µg/m^3)	--
	24-hour	0.04 ppm (105 µg/m^3)	0.14 ppm (80 µg/m^3)	--
	3-hour	--	--	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	--	--
Respirable Particulate Matter Smaller than 10 Microns in Diameter (PM_{10})	Annual arithmetic mean	20 µg/m^3	--	Same as Primary Standards
	24-hour	50 µg/m^3	150 µg/m^3	
Respirable Particulate Matter Smaller than 2.5 Microns in Diameter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	9 µg/m^3	15 µg/m^3
	24-hour	No separate standard	35 µg/m^3	Same as Primary Standards
Sulfates	24-hour	25 µg/m^3	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	--	--
	Calendar quarter	--	1.5 µg/m^3	Same as Primary Standard
	Rolling 3-month average	--	0.15 µg/m^3	
Hydrogen sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	--	--
Vinyl chloride (chloroethene)	24-hour	0.01 ppm (26 µg/m^3)	--	--
Visibility reducing particles	8-hour	In 1989, the Air Resources Board converted the general statewide 10-mile visibility standard to instrumental equivalents, which are extinction of 0.23 per kilometer.	--	--

Notes:
1. CO, SO_2 (1- and 24-hour), NO_2, O_3, PM_{10}, and visibility reducing particles standards are not to be exceeded.
2. Not to be exceeded more than once a year except for annual standards.
-- = no standard established
µg/m^3 = micrograms per cubic meter

Pollutant	Averaging Time	California Standards[1]	National Standards[2]	
			Primary	Secondary

mg/m^3 = milligrams per cubic meter
ppm = parts per million
Source: CARB. 2024. Ambient Air Quality Standards. Available online at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf. Accessed April 2024.

Ambient Air Quality

NSAQMD operates a regional monitoring network that measures the ambient concentrations of criteria pollutants. Local air quality can be evaluated by reviewing relevant air pollution concentrations near the project site. Table 2 summarizes published monitoring data from the Grass Valley-Litton Building Monitoring Station at 290 Sierra College Drive, Grass Valley, California, for the years 2022 to 2024 from CARB's Air Quality Data Statistics. Other monitoring stations in Neveda County do not measure NO_X, CO, PM_{10}, or SO_2; therefore, NO_X, CO, PM_{10}, and SO_2 ambient concentrations are not included in the table.

Table 2. Grass Valley-Litton Building Monitoring Station Data

Pollutant	Air Pollutant, Averaging Time (Units)	2021	2022	2023
Ozone (ppm)	Maximum 1-hour	0.074	0.070	0.057
	Number of days over California 1-hour standard	0	0	0
	Maximum 8-hour	0.054	0.060	0.046
	Number of days over National 8-hour standard	0	0	0
	Number of days over California 8-hour standard	0	0	0
Nitrogen Dioxide (ppb)	Maximum 1-hour	49.6	46.2	43.7
	Annual average	7	8	7
	Number of days over National 1-hour standard	0	0	0
	Number of days over California 1-hour standard	0	0	0
$PM_{2.5}$ ($\mu g/m^3$)	Maximum 24-hour	22.4	29.0	16.7
	Number of days over National 24-hour standard	0	0	*
	Annual average	*	6.8	*
PM_{10} ($\mu g/m^3$)	Maximum 24-hour	32.2	34.2	43.8
	Number of days over National 24-hour standard	0	0	0
	Annual average	8.2	7.7	7.4

Source: CARB. 2025. iADAM: Air Quality Data Statistics. https://www.arb.ca.gov/adam/index.html. Accessed April 2025.
Notes:
ppm = parts per million
ppb = parts per billion
$\mu g/m^3$ = micrograms per liter
* indicates that insufficient data was available to determine the value.

Diesel Particulate Matter

In 1998, the CARB identified diesel particulate matter (DPM) as a toxic air contaminant (TAC) based on published evidence of a relationship between diesel exhaust exposure and lung cancer induction, as well as death from lung cancer. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Mobile sources, such as trucks and buses, are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways.

Sensitive Receptors

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

The nearest sensitive receptors to the project site include the residential units to the south of the project site, along American Hill Road. The closest residential unit is a single family homes approximately 200 feet from the project site's southern boundary.

REGULATORY SETTING

Clean Air Act. The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the USEPA to establish NAAQS, with requires retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Northern Sierra Air Quality Management District. NSAQMD, as the local air quality management district is responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in Nevada, Sierra, and Plumas Counties within the MCAB. NSAQMD has developed the following attainment plan and rules and regulations applicable to the proposed project:

Ozone Attainment Plan for Western Nevada County. The NSAQMD adopted the Ozone Attainment Plan for Western Nevada County (O_3 AQAP) in February 2023 that includes control strategies to reduce ozone

precursors (ROG and NOx).[5] NSAQMD anticipate to demonstrate attainment with the 2015 8-hour O_3 NAAQS no later than August 3, 2027. As the region is NOx limited, the O_3 AQAP focuses on potential NO_X reductions and found that current control measures implemented in the nonattainment area should lead the region to attain the 8-hour ozone standard of 0.070 ppm by the serious attainment deadline.

Rule 202–Visible Emissions. The purpose of this rule is to limit the discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three (3) minutes in any one (1) hour which is:

- As dark or darker in shade as that designated as No. 1 on the Ringlemann Chart, as published by the United States Bureau of Mines, or
- Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (A) of this section.

Rule 205–Nuisance. The purpose of this rule is to limit the 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 to have a natural tendency to cause injury or damage to business or property.

Rule 207–Particulate Matter. The purpose of this rule is limit the release or discharge into the atmosphere from any source or single processing unit, exclusive of sources emitting combustion contaminants only, particulate matter emissions in excess of 0.1 grains per cubic foot of dry exhaust gas at standard conditions.

Rule 210–Specific Contaminants. The purpose of this rule is to limit emissions of sulfur compounds and combustion contaminants by limiting concentrations in exhaust gas.

Rule 226–Dust Control. The purpose of this rule is to reduce and control fugitive dust emissions to the atmosphere by requiring a Dust Control Plan for most developments. Standard Dust Control Plan conditions include:

- Provide name and contact details for the person responsible for ensuring that all dust control measures are implemented in a timely and effective manner.
- All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and/or causing a public nuisance. Watering during summer months should occur at least twice daily, with complete coverage of disturbed areas.
- All areas with vehicle traffic shall be watered or have dust palliative applied as necessary to minimize dust emissions.

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[5] NSAQMD. 2023. Ozone Attainment Plan for Western Nevada County. Available online at: https://www.myairdistrict.com/files/a86d5ee9d/1.a-NSAQMD-WNNA-Ozone-SIP-FINAL.pdf?get_file=true. Accessed November 2025.

- All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
- All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- All inactive portions of the development site shall be covered, seeded, or watered or otherwise stabilized until a suitable cover is established.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent it being entrained in the air, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.
- Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary, to remove excessive accumulations or visibly raised areas of soil which may have resulted from activities at the project site.
- Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering.

Rule 227–Cutback and Emulsified Asphalt Paving Materials. The purpose of this rule is to limit emissions of VOCs caused by the use of asphalt.

Rule 230–Architectural Coatings. The purpose of this rule is to limit VOC emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling.

Greenhouse Gas

ENVIRONMENTAL SETTING

To fully understand global climate change, it is important to recognize the naturally occurring “greenhouse effect” and to define the GHGs that contribute to this phenomenon. Various gases in the earth’s atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space, and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Many gases exhibit these “greenhouse” properties. Some of them occur in nature (water vapor, CO_2, methane [CH_4], and nitrous oxide [N_2O]), while others are exclusively human-made (like gases used for aerosols). Primary GHGs attributed to global climate change are discussed below.

Carbon Dioxide. CO_2 enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and chemical reactions (e.g., the manufacture of cement). CO_2 is also removed from the atmosphere (or “sequestered”) when it is absorbed by plants as part of the biological carbon cycle.

Methane. CH_4 is emitted during the production and transport of coal, natural gas, and oil. CH_4 emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment.

Nitrous Oxide. N_2O is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste. N_2O emissions from motor vehicles generally occur directly from operation of vehicles.

Hydrofluorocarbons. Hydrofluorocarbons (HFCs) are one of several high global warming potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

Perfluorocarbons. Perfluorocarbons (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes.

Sulfur Hexafluoride. Sulfur Hexafluoride (SF_6) is another high GWP gas that is not naturally occurring and is generated in a variety of industrial processes. SF_6 is often used as an insulation in gas-insulated switchgear, circuit breakers, and load break switches.

REGULATORY SETTING

Assembly Bill 32. In 2006, the California State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020.The State achieved these reductions in 2018.

Senate Bill 32. Senate Bill (SB) 32 was enacted in 2016 and sets an updated GHG standard that required the State to achieve at least 40 percent below the 1990 levels by 2030.

Assembly Bill 1279. AB 1279 was enacted in 2022 and establishes the policy for the State to achieve carbon neutrality as soon as possible, but no later than 2045 and maintain net negative GHG emissions thereafter, and to ensure that by 2045 Statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels.

Energy

ENVIRONMENTAL SETTING

Pacific Gas and Electric (PG&E) is the provider of electrical and natural gas supplier to most of the County. PG&E's service area spans 70,000 square miles and serves over 16 million people in Northern and Central California. In 2020, PG&E distributed approximately 35,838 gigawatt-hours (GWh) of electricity and 848,705 million cubic feet (MMcf) of natural gas across its service area.[6] In 2024, approximately 98% of the

[6] PG&E 2021. PG&E Overview. Available online at: https://www.pgecorp.com/corp_responsibility/reports/2021/pf01_pge_overview.html. Accessed November 2025.

electricity supplied from PG&E was produced free of GHG Emissions.[7] Sources of electricity sold by PG&E in 2024 were:

- 23 percent eligible renewable (solar, wind, geothermal, biomass, and small hydroelectric)
- 2 percent fossil fuel-fired
- 63 percent nuclear
- 12 percent large hydroelectric

The CEC tracks electricity consumption across the state for residential and non-residential sources. In 2024, Nevada County used a total of 769.8 GWh of electricity. Approximately 63% of the electricity usage in the County came from non-residential sources.[8]

REGULATORY SETTING

Federal Energy Policy and Conservation Act. The Energy and Policy Conservation Act was enacted by Congress in 1975. This Act established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the NHTSA is responsible for establishing additional vehicle standards.

Energy Independence and Security Act of 2007. The EISA set increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles and includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency

EISA requires increasing levels of renewable fuels to replace petroleum. The USEPA is responsible for developing and implementing regulations to ensure transportation fuel sold into the US contains a minimum volume of renewable fuel.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternate energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

California Energy Code. Compliance with the California Energy Code (Title 24, Part 6, of the California Code of Regulations [CCR], California’s Energy Efficiency Standards) and Title 20, Public Utilities and Energy, standards must occur for all new buildings constructed in California. These efficiency standards apply to new construction of both residential and nonresidential (i.e., maintenance buildings and pump station buildings associated with the Program) buildings, and they regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the

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7 PG&E. 2025. Power Content Label. Available online at: https://www.pge.com/assets/pge/docs/account/billing-and-assistance/bill-inserts/1224-power-content-label.pdf. Accessed November 2025.

8 CEC. 2025. Electricity Consumption. Available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0. Accessed November 2025.

local building permit processes, and local government agencies may adopt and enforce energy standards for new buildings provided that these standards meet or exceed those provided in the Title 24 guidelines.

Nevada County Energy Action Plan. The Energy Action Plan (EAP) provides an analysis of the energy use within the unincorporated county limits by the community and County operated facilities as well as a roadmap for accelerating energy efficiency, water efficiency, and renewable energy efforts already underway in Nevada County. It is designed to assist the County in implementing the energy and water-energy related goals and policies in the County's General Plan and Housing Element, and inform the community of cost-effective programs and best practices that will help them save energy and money.

Methodology and Project Thresholds

This section discusses the methodology for the proposed project analysis as well as the NSAQMD project-specific thresholds for air and GHG emissions and energy usage.

METHOD FOR ANALYSIS

Air Quality and Greenhouse Gas Emissions

Short-term construction-related and GHG emissions of criteria air pollutants and precursors were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.32 computer program. CalEEMod was used to calculate emissions from construction of the parking lot, buildings, and paved areas. Modeling was based on project-specific information (e.g., building type and size, amount of demolition, area to be paved) where available, and default values in CalEEMod that are based on the project's location, land use type, and type of construction.

The proposed land uses, modeled land use types, and sizes are presented in Table 3.

Table 3. Modeled Land Uses and Sizes

Proposed Land Use	Modeled Land Use	Land Use Size
Indoor Shooting Range	General Light Industry	13,702 SF
Surface Parking	Parking Lot	35,000 SF[1]

[1] Estimated using Google Earth.

Construction

Construction would begin in June 2026 and end in September 2027, lasting 14 months. Construction would require approximately 6,000 cubic yards of soil export. Construction equipment required during grading and building construction was provided by the client, and are included in Attachment A. All other phases utilized CalEEMod default construction equipment. The client also provided 20 haul trips per day or 10 trucks per day during grading and a maximum number of employees trips of 80 per day or 40 total employees split between grading and building construction due to phase overlap. All other phases utilized CalEEMod default worker trips. Additional vendor trips were added to site preparation, grading, and building construction to account for delivery of fuel and water during construction.

Operations

Long-term operational emissions of criteria air pollutants and precursors were also calculated using CalEEMod for both the proposed project and the existing site to determine the operational impact. Operational emission sources include area sources such as paints and consumer products, energy sources from lighting and heating, as well as mobile-source emissions from customers and employees.

Emissions from consumer products, area and water heating, landscape maintenance activities, and mobile-source emissions were estimated using the applicable modules in CalEEMod. CalEEMod defaults were utilized for all inputs except for energy use. The indoor shooting range (general light industry) is expected to use approximately 20,000 kWh of electricity and 2,000 therms propane annually. The propane was added to CalEEMod as natural gas. The parking lot utilized default energy inputs.

Operational emissions from all sources were estimated at full buildout of the proposed project. Construction is anticipated to end September 2027, therefore operation could occur as early as September 2027. Therefore, to provide a conservative analysis, all operational emissions were assumed to occur within the year 2027.

CalEEMod output files and detailed modeling inputs are provided in Attachment A.

Energy

Energy use during Project construction and operation were calculated based on the CalEEMod modeling as well as CARB's EMFAC and OFFROAD models. Energy modeling files are provided in Attachment B.

THRESHOLDS OF SIGNIFICANCE

Air Quality

Northern Sierra Air Quality Management District Thresholds

The NSAQMD's significance thresholds serve as a proxy for determining whether the proposed project could violate air quality standards, cause a substantial contribution to an existing or projected air quality violation, and/or conflict with any applicable air quality plan. The NSAQMD has adopted CEQA thresholds of significance for individual development projects, which establish maximum allowable emissions for ROG, NO_X, and PM_{10}. The NSAQMD thresholds are presented in Table 5.

Table 5. NSAQMD Criteria Pollutant Thresholds of Significance

Threshold Level	Threshold (lbs/day)		
	ROG	NO_X	PM_{10}
Level A	<24	<24	<79
Level B	24-136	24-136	79-136

Reference: Air Quality, Greenhouse Gas, and Energy Memorandum for the Nevada County Regional Law Enforcement Indoor Shooting Range Project

Threshold Level	Threshold (lbs/day)		
	ROG	NO_X	PM_{10}
Level C	>136	>136	>136

Source: NSAQMD. 2024. Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects. Available online at: https://www.myairdistrict.com/files/3cb1b69ef/Land+Use+Guidelines+%28Approved%29.pdf. Accessed November 2025.

The NSAQMD has prepared air quality threshold levels to determine the appropriate reduction measures (referred to as mitigations by NSAQMD) any single project must comply with. Projects meeting Level A thresholds would comply with basic reduction measures; projects in the Level B threshold range would have additional measures placed upon them; and finally, projects exceeding Level C thresholds would have the most extensive reduction measures. A project can be classified as significant by NSAQMD if emissions for NOx, ROG or PM_{10} exceed 136 pounds per day (Level C thresholds) or if two or more pollutants exceed the Level B thresholds.[9]

Greenhouse Gas

Thresholds

GHG effects on climate change are cumulative and result from the combination of construction and operation emissions from the project with all other sources of GHGs on a long-term, global scale. Currently, there are no applicable quantitative thresholds from the state, NSAQMD, or the county for GHG emissions and climate change impacts. CEQA Guidelines Section 15064.4(b)(2) allows a lead agency to determine a threshold of significance that applies to the project, and CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of a less than significant impact for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

Impacts of GHG emissions that would result from the project were evaluated based on whether the project is consistent with the state and region's GHG reduction plans and policies, and if the project's GHG emissions would hinder or delay the state and/or region's ability to meet GHG reduction targets.

Project Threshold

The proposed project would be required to comply with applicable state GHG reduction plan, CARB's 2022 Scoping Plan. To determine whether the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions, the proposed project was evaluated for consistency with the applicable state plan.

9 NSAQMD. 2024. Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects. Available online at: https://www.myairdistrict.com/files/3cb1b69ef/Land+Use+Guidelines+%28Approved%29.pdf. Accessed October 2025.

Energy

Thresholds

There are no quantitative thresholds for energy demand during construction or operation. Energy use was quantified and compared to state or local use as well as consistency with applicable energy reduction plans to determine the impact.

Air Quality Analysis

CONSTRUCTION IMPACTS

The proposed project's construction emissions are provided in Table 6. As shown below, construction of the proposed project would not result in emissions that exceed NSAQMD Level A thresholds.

Table 6. Estimated Criteria Pollutant Emissions from Construction

Year	Criteria Pollutant Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2026	2.49	21.12	22.35	0.06	4.47	2.16
2027	7.34	20.23	23.35	0.06	4.44	2.24
NSAQMD Level A Thresholds	**<24**	**<24**	**None**	**None**	**<79**	**None**
Exceed NSAQMD Level A Thresholds?	**No**	**No**	**N/A**	**N/A**	**No**	**N/A**

Source: Attachment A.

According to the NSAQMD, all projects should implement the following construction NSAQMD measures as applicable:

- Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.
- Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.

Additionally, construction would further reduce emissions through NSAQMD Rule 226, Rule 227, and Rule 230. Therefore, the proposed project impacts would be less than significant.

OPERATION IMPACTS

The proposed project's operation emissions are provided in Table 7. As shown below, operation of the proposed project would not result in emissions that exceed NSAQMD Level A thresholds.

Table 7. Estimated Criteria Pollutant Emissions from Construction

Source	Criteria Pollutant Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Mobile	0.41	0.39	2.39	<0.01	0.37	0.10
Area	0.49	0.01	0.60	<0.01	<0.01	<0.01
Energy	0.003	0.05	0.05	<0.01	<0.01	<0.01
Total	0.90	0.45	3.03	<0.01	0.37	0.10
NSAQMD Level A Thresholds	**<24**	**<24**	**None**	**None**	**<79**	**None**
Exceed NSAQMD Level A Thresholds?	**No**	**No**	**N/A**	**N/A**	**No**	**N/A**

Source: Attachment A.

According to the NSAQMD, projects that meet the Level A thresholds are required to apply basic mitigation measures. Suggested basic mitigation measures include designing streets to increase pedestrian access to transit stops. The proposed project does not propose changes to local streets; therefore, the basic mitigation measures would not be applicable and the proposed project impacts would be less than significant.

CARBON MONOXIDE HOT-SPOT CONSIDERATION

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near congested roadways or intersections may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). CO concentrations at congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy CO levels that affect nearby sensitive receptors. The air basin is in attainment for State and federal CO standards.

The proposed project would be to construct an indoor shooting range and result in 69 new trips per day and would fall below CO thresholds established by NSAQMD. Other air districts, such as the Bay Area Air Quality Management District have established screening thresholds to determine if a project's increased vehicle trips could result in a CO hotspot. According to the Bay Area Air Quality Management District (BAAQMD), a project would have to increase traffic volumes by 44,000 vehicles per day or 24,000 vehicles per hour in order to generate a significant CO impact.[10] The proposed project would not exceed this screening level.

Finally, the South Coast Air Quality Management District (SCAQMD) conducted an analysis within the 1992 Federal Attainment Plan for Carbon Monoxide in Los Angeles County to evaluate the amount of traffic that

[10] BAAQMD. 2023. BAAQMD CEQA Guidelines: Screening for Criteria Air Pollutants and Precursors. Available online at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc_lang=en. Accessed November 2025.

would be required to create a CO hotspot. This analysis was prepared as part of the SCAQMD's 2003 Air Quality Management Plan and can be used to demonstrate the potential for CO exceedances. SCAQMD's CO study looked at four intersections across the County during AM peak and PM peak hour traffic. The study concluded that at the busiest intersection in Los Angeles County, Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicle day, there was no violation of CO standards.[11] Therefore, the proposed project would not generate a CO hotspot and the impact is less than significant.

QUALITATIVE HEALTH RISK ANALYSIS

This discussion addresses whether construction of the proposed project would expose sensitive receptors to construction-generated fugitive dust (PM_{10}) or DPM.

The potential for localized PM_{10} and $PM_{2.5}$ health impacts is a concern for sensitive receptors. The closest sensitive receptor is located approximately 200 feet south of the project site. Most of this fugitive dust would remain localized and would deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. The Project would comply with NSAQMD's Rule 226 requiring a dust control plan. With implementation of Rule 226, potential impacts to sensitive receptors resulting from fugitive dust would be less than significant.

Exposure to DPM from diesel vehicles and off-road construction equipment has the potential to result in health risks to nearby sensitive receptors. While construction of the project would involve the use of diesel fueled vehicles and off-road equipment, construction would be temporary. Furthermore, project emissions were determined not to exceed the NSAQMD thresholds for criteria pollutant emissions, which includes particulate matter. Last, according to CARB, DPM emissions have also been shown to be highly dispersive in the atmosphere with the DPM concentration decreasing with distance from the source.[12] The project site is located in a generally industrial area. The nearest residential land uses are located approximately 200 feet south of the project site. Therefore, the concentration of DPM at the nearest receptors would be substantially reduced, and construction of the proposed project would not result in adverse health risks from DPM.

Shooting ranges have the potential to expose employees and visitors to Pb and can result in emissions into the surrounding environment. OSHA requires that employers implement engineering and work practice controls to reduce exposure to or below the permissible exposure limit (PEL) of 50 microgram per cubic meter. The proposed project would implement OSHA's recommended exposure controls for firing ranges including a separate ventilation system designed to move lead emissions downrange from the source (firearm) toward the filtered exhaust near the bullet trap limiting exposure to employees and visitors. The system would utilize high efficiency particulate air (HEPA) filters, as recommended by NIOSH, capable of

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11 SCAQMD. 2003. Final 2003 AQMP Appendix V. Available online at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf. Accessed November 2025.

12 CARB. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available online at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf. Accessed November 2025.

removing 99.97 percent of particles 0.3-mircons or larger.[13] Therefore, the concentration of Pb at the nearest receptors would be substantially reduced, and operation of the proposed project would not result in adverse health risks from Pb.

ODORS

Construction activities associated with the Project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present on-site temporarily during construction activities. In general, construction activities would not create objectionable odors affecting a substantial number of people, and the impact would be less than significant.

Land uses typically considered as associated with the production of odors during operations include wastewater treatment facilities, waste disposal facilities, and agricultural operations. The Project does not include any land uses that are typically associated with emitting objectionable odors. However, the Project would be subject to NSAQMD Rule 205 Nuisance. Thus, although not anticipated, if odor complaints are made after the Project is developed, the NSAQMD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated. Additionally, the proposed project would install HEPA filters, as recommended by NIOSH, in the shooting range ventilation system that would remove 99.97 percent of particles including those responsible for odors. Therefore, the impact is less than significant.

Greenhouse Gas Analysis

CONSTRUCTION EMISSIONS INVENTORY

Construction GHGs would be emitted by the off-road construction equipment and vehicle travel by workers and material deliveries to the project site. The estimated construction GHG emissions are shown in Table 8.

Table 8. Construction Greenhouse Gas Emissions

Year	Annual Emissions ($MTCO_2e/yr$)
2026	382.69
2027	484.07
Total	**866.76**
Amortized over 30 years[1]	**28.89**

Source: Attachment A.

[13] NIOSH. 2007. Preventing Occupational Exposures to Lead and Noise at Indoor Firing Ranges. Available online at: https://www.cdc.gov/niosh/docket/archive/pdfs/NIOSH-128/0128-110107-NIOSHpublication.pdf. Accessed November 2025.

Reference: **Air Quality, Greenhouse Gas, and Energy Memorandum for the Nevada County Regional Law Enforcement Indoor Shooting Range Project**

OPERATIONAL EMISSIONS INVENTORY

Operational or long-term emissions occur over the life of the proposed project. Operational activities of the project would generate GHG emissions primarily from mobile trips to and from the project site, energy usage, landscaping equipment, handling of solid waste, and emissions associated with water and wastewater. The operational GHG emissions associated with the Project are shown in Table 9 and demonstrate that implementation of the Project would result in an increase of GHG emissions of approximately 117 MT CO_2e/year.

Table 9. Construction Greenhouse Gas Emissions

Source	Annual Emissions ($MTCO_2e$/yr)
Mobile	66.48
Area	0.20
Energy	11.01
Water	4.38
Waste	5.30
Refrigeration	0.59
Total Operational Emissions	*87.96*
Amortized Construction Emissions	28.89
Total	**116.85**

Source: Attachment A.

CONSISTENCY WITH STATE GHG REDUCTION STRATEGIES

CARB's 2022 Scoping Plan sets a framework for California to meet the reduction targets of SB 32 and AB 1279. The 2022 Scoping Plan builds upon previous iterations of state scoping plans to achieve carbon neutrality and reduce anthropogenic GHG emissions by 85 percent of year 1990 levels no later than 2045, as directed by AB 1279. Table 10 evaluates project consistency with the GHG reduction strategies identified in the 2022 Scoping Plan. As shown therein, the proposed project would be consistent with all applicable measures and, as a result, would support the overall carbon neutrality goal established by the 2022 Scoping Plan.

Table 10. Project Consistency with 2022 Scoping Plan Greenhouse Gas Reduction Strategies

Measure	Consistency Determination
Deploy ZEVs and reduce driving demand	**Consistent.** The Sheriff's Office currently relies on external shooting range facilities approximately 45 minutes away and the proposed project would provide a local facility that would reduce driving demand. Additionally, the propose project would meet the low-traffic-generating criteria (less than 110 average daily trips). The proposed project would not directly deploy ZEVs, however consistent with the 2025 California Green Building Standards (CalGreen), or applicable code at the time of construction, the proposed

	parking area would include electric vehicle (EV)-capable spaces and EV chargers.
Generate clean electricity	**Consistent.** The proposed project would not directly generate clean electricity. However, the proposed project would purchase electricity from Pacific Gas & Electric (PG&E), which is subject to the Renewable Portfolio Standard (RPS). The RPS would require utilities to provide 100% GHG free sources of electricity to consumers by 2045. PG&E offers 100% GHG free electricity via two plans, 100% solar choice and Green Saver, according to their 2024 power content label (PG&E 2025).
Decarbonize Buildings	**Consistent.** The proposed project would not include any natural gas connections and would be constructed in compliance with the applicable version of the CalGreen.
Reduce non-combustion emissions (Methane)	**Consistent.** The proposed project would not include any land uses that generate significant levels of methane, such as landfills or dairy farms.
Reduce non-combustion emissions (Hydrofluorocarbons [HFCs])	**Consistent.** The proposed project would comply with all NSAQMD and state regulations governing short-lived climate pollutants (SLCPs), including HFCs.
Compensate for remaining emissions	**Not Applicable.** This measure is aimed at the state government to reduce statewide emissions to meet AB 1279 goals.

Source: CARB 2022. 2022 Scoping Plan. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed November 2025.

This analysis finds that the proposed project would be consistent with the applicable strategies recommended in the 2022 Scoping Plan.

Energy Analysis

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Methodology and Modeling Assumptions. The calculation worksheets for energy consumption are provided in Attachment B.

CONSTRUCTION ENERGY DEMAND

During construction of the proposed project, energy resources would be consumed in the form of diesel and gasoline fuel from the use of off-road equipment (i.e., tractors, excavators) and on-road vehicles (i.e., construction employee commutes, vendor, haul trucks).

Temporary electricity may be required to provide as-necessary lighting and electric equipment; such electricity demand would be met by portable generator sets and, possibly, connections to an on-site power facility. Fuel demand associated with portable generators is incorporated in the off-road equipment estimate provided below.

Off-Road Equipment

Construction activities associated with the proposed project were estimated to consume 60,336 gallons of diesel fuel from the use of off-road equipment. For comparison, in 2024, approximately 3.0 billion gallons of

diesel fuel was consumed within California.[14] Thus, the diesel fuel required during construction of the proposed project would represent approximately 0.002 percent of the state's annual diesel demand. For the purposes of this analysis, it was assumed that all off road construction equipment would be diesel fueled. In the event that some is alternatively fueled or electric then the percentage of diesel demand would be further reduced. Additionally, any alternative fuel or electricity use from the off road construction equipment would similarly be assumed to be minor as compared to Statewide consumption.

On-Road Vehicles

On-road vehicles for construction workers, vendors, on-site trucks, and haul trucks would require fuel for travel to and from the site during construction. Table 11 provides an estimate of the total on-road vehicle fuel usage during construction.

Table 11: Construction On-Road Vehicle Fuel and Electricity Consumption

Trip Type	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)
Worker Trips	62,083	217	27,249
Vendor Trips	1,549	3,014	296
Haul Trips	18	28,394	2,032
Total	**63,650**	**31,625**	**29,577**

Notes:
Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.
VMT = vehicle miles traveled
Source: Attachment B.

As shown above, construction of the proposed project was estimated to consume 63,650 gallons of gasoline and 31,625 gallons of diesel fuel from on-road vehicles. For comparison, in 2024, approximately 3.0 billion gallons of diesel fuel and 12.4 billion gallons of gasoline were sold within California.[15] Thus, the fuel required to power the on-road motor vehicles during construction of the proposed project would represent approximately 0.0005 percent and 0.001 of the state's annual diesel and gasoline demand, respectively. Additionally, construction of the proposed project was estimated to consume 29,577 kWh from on-road vehicles. For comparison, in 2024, Nevada County used a total of 769.8 GWh of electricity. Thus, the electricity required would represent 0.004 percent of the County's annual electricity demand.

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14 California Department of Tax and Fee Administration (CDTFA). 2025. Fuel Taxes Statistics & Reports; Taxable Diesel Gallons 10 Year Report. Available online at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.cdtfa.ca.gov%2Ftaxes-and-fees%2FDiesel-10-Year-Report.xlsx&wdOrigin=BROWSELINK. Accessed November 2025.

15 CDTFA. 2025b. Fuel Taxes Statistics & Reports; Net Taxable Gasoline Gallons (Including Aviation Gasoline). Available online at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.cdtfa.ca.gov%2Ftaxes-and-fees%2FMVF-10-Year-Report.xlsx&wdOrigin=BROWSELINK. Accessed October 2025.

Reference: **Air Quality, Greenhouse Gas, and Energy Memorandum for the Nevada County Regional Law Enforcement Indoor Shooting Range Project**

OPERATIONAL ENERGY DEMAND

During operation of the proposed project, energy would be required to fuel the vehicles travelling to and from the proposed project site and building energy.

Transportation Energy Demand

During operation, the proposed project would require trips for on-site staff and regular material deliveries. Table 12 provides an estimate of the annual fuel consumed by vehicles traveling to and from the project site. As shown in the table, annual vehicular fuel and electricity consumption is estimated to be 5,059 gallons of gasoline, 2,075 gallons of diesel, and 12,790 kWh of electricity.

Table 12: Operational On-Road Vehicle Fuel and Electricity Consumption

Trip Type	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)
Passenger Cars	4,555	46	11,832
Trucks	465	1,987	868
Other	39	42	90
Project Total	**5,059**	**2,075**	**12,790**

Source: Attachment B.

As noted previously, in 2024, approximately 3.0 billion gallons of diesel fuel and 12.4 billion gallons of gasoline were sold within California. Thus, the fuel required to power the on-road motor vehicles during construction of the Project would represent approximately 0.00004 percent and 0.0001 of the state's annual diesel and gasoline demand, respectively. Further, over the lifetime of the Project, the fuel efficiency of the vehicles being used during operations is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the Project site during operation would decrease over time. As noted previously, in 2024, Nevada County used a total of 769.8 GWh of electricity. Thus, the electricity required would represent 0.002 percent of the County's annual electricity demand.

Building Energy Demand

As shown in Attachment B the proposed project is estimated to demand 64,989 kilowatt hours of electricity and approximately 199,952 kBTU of propane on an annual basis. As noted previously, in 2024, Nevada County used a total of 769.8 GWh of electricity. Thus, the electricity required would represent 0.008 percent of the County's annual electricity demand. Neither statewide nor county-wide propane consumption data is available and, therefore, a comparison is not made.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2025 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing structures, and therefore would reduce actual environmental effects associated with energy use from the

proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update.

CONSISTENCY WITH STATE OR LOCAL PLANS FOR RENEWABLE ENERGY AND ENERGY EFFICIENCY

Construction

During both construction, off-road equipment and on-road vehicles would comply with applicable federal, state, and local requirements governing fuel efficiency. For example, off-road equipment would be subject to the most recent In-Use Off-Road Diesel-Fueled Fleets Regulations adopted by the CARB, which establish engine efficiency requirements, among other requirements (CARB 2025j). Off-road engines are categorized per engine tier, with Tier 0 being the least efficient and Tier 4 Final being the cleanest and most efficient. The most recent amendments to the rule are adding an even cleaner Tier 5 engine requirement. Compliance with the In-Use Off-Road Diesel-Fueled Fleets Regulations would ensure that the proposed project construction fleets would consist of energy-efficient engines.

With respect to the on-road vehicle fleet operations, the USEPA and NHTSA have adopted Federal Vehicle Standards with which the proposed project would comply. The on-road construction and decommissioning fleets would incorporate these standards as they purchase newer model trucks and turn over their fleet. As such, these regulations would have an overall beneficial effect on reducing nationwide fuel consumption over time as older trucks are replaced. In addition, the Advanced Clean Cars II regulation requires that, by 2035, all new cars and trucks sold in California must be zero emissions. Compliance with this regulation would further reduce the demand for petroleum fuels. Moreover, heavy-duty trucks would be required to comply with CARB's 5-minute idling limits which would reduce fuel consumption. Although the foregoing regulations were primarily designed to reduce air quality emissions, they would also result in an increase in energy efficiency during construction and decommissioning activities.

Operation

California adopted the RPS to increase the amount of renewable energy supplied by utilities within the state. PG&E will continue to be subject to state RPS requirements, and the proposed project would not preclude achievement of the RPS goals. In addition, the new structure developed as part of the proposed project would comply with federal, state, and local regulations aimed at reducing energy consumption, including the Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) and the CALGreen Code (California Code of Regulations Title 24, Part 11). Moreover, the Project directly supports the goals laid out in CARB's 2022 Scoping Plan and ECAS, including the measures related to building decarbonization and EV infrastructure. Additionally, the proposed project would construction a local shooting range facility that would reduce driving demand as the Sheriff's Office currently relies on facilities that are approximately 45 minutes away.

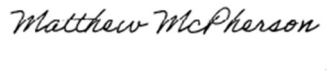
Reference: **Air Quality, Greenhouse Gas, and Energy Memorandum for the Nevada County Regional Law Enforcement Indoor Shooting Range Project**

Conclusion

As demonstrated in this Memo, emissions associated with the proposed project would not violate the air district thresholds of significance.

Regards,

STANTEC CONSULTING SERVICES INC.



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Attachment: Attachment A, CalEEMod Results Files

Attachment B, Energy Calculations

Attachment A: CalEEMod Inputs and Output Files

Nevada County Regional Law Enforcement Indoor Shooting Range Project Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Nevada County Regional Law Enforcement Indoor Shooting Range Project
Construction Start Date	6/9/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.4
Precipitation (days)	57
Location	434 Kahele Ct, Nevada City, CA 95959, USA
County	Nevada
City	—
Air District	Northern Sierra AQMD
Air Basin	Mountain Counties
TAZ	269
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.32

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	14	1000sqft	0.31	13,702	6,000	0.00	—	—

Parking Lot	35	1000sqft	0.80	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.8	7.3	20	23	0.06	0.71	3.7	4.4	0.66	1.6	2.2	—	7,497	7,497	0.28	0.30	5.5	7,600
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.9	2.5	21	22	0.06	0.75	3.7	4.5	0.69	1.6	2.3	—	7,353	7,353	0.28	0.30	0.15	7,451
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.1	1.9	7.8	9.2	0.02	0.27	1.4	1.7	0.25	0.59	0.84	—	2,886	2,886	0.10	0.12	0.96	2,924
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	0.35	1.4	1.7	< 0.005	0.05	0.26	0.31	0.05	0.11	0.15	—	478	478	0.02	0.02	0.16	484

2.2. Construction Emissions by Year, Unmitigated

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

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

2026	2.6	2.2	19	18	0.05	0.70	3.4	4.1	0.65	1.5	2.2	—	6,493	6,493	0.23	0.27	4.3	6,584
2027	7.8	7.3	20	23	0.06	0.71	3.7	4.4	0.66	1.6	2.2	—	7,497	7,497	0.28	0.30	5.5	7,600
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.9	2.5	21	22	0.06	0.75	3.7	4.5	0.69	1.6	2.3	—	7,353	7,353	0.28	0.30	0.15	7,451
2027	2.8	2.4	20	22	0.06	0.69	3.7	4.4	0.64	1.6	2.2	—	7,309	7,309	0.26	0.30	0.14	7,406
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.95	0.80	7.0	6.7	0.02	0.27	1.3	1.6	0.25	0.58	0.83	—	2,282	2,282	0.08	0.09	0.63	2,311
2027	2.1	1.9	7.8	9.2	0.02	0.27	1.4	1.7	0.25	0.59	0.84	—	2,886	2,886	0.10	0.12	0.96	2,924
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.17	0.15	1.3	1.2	< 0.005	0.05	0.24	0.29	0.05	0.11	0.15	—	378	378	0.01	0.02	0.10	383
2027	0.38	0.35	1.4	1.7	< 0.005	0.05	0.26	0.31	0.05	0.11	0.15	—	478	478	0.02	0.02	0.16	484

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.94	0.90	0.39	3.0	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	15	520	535	1.6	0.04	5.2	592
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	0.78	0.44	2.5	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	15	496	511	1.6	0.04	3.6	566
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.83	0.79	0.39	2.5	< 0.005	0.01	0.32	0.33	0.01	0.08	0.09	15	461	476	1.6	0.04	4.2	531
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.15	0.14	0.07	0.46	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	2.5	76	79	0.26	0.01	0.70	88

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.41	0.33	2.4	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	—	451	451	0.02	0.02	1.6	461
Area	0.50	0.49	0.01	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.5	2.5	< 0.005	< 0.005	—	2.5
Energy	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	66	66	0.01	< 0.005	—	66
Water	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Waste	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Total	0.94	0.90	0.39	3.0	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	15	520	535	1.6	0.04	5.2	592
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.42	0.39	0.39	2.5	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	—	429	429	0.03	0.03	0.04	438
Area	0.39	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	66	66	0.01	< 0.005	—	66
Water	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Waste	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Total	0.81	0.78	0.44	2.5	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	15	496	511	1.6	0.04	3.6	566
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.38	0.35	0.34	2.2	< 0.005	< 0.005	0.32	0.32	< 0.005	0.08	0.09	—	393	393	0.03	0.02	0.64	402
Area	0.44	0.44	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.2	1.2	< 0.005	< 0.005	—	1.2
Energy	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	66	66	0.01	< 0.005	—	66

Water	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Waste	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Total	0.83	0.79	0.39	2.5	< 0.005	0.01	0.32	0.33	0.01	0.08	0.09	15	461	476	1.6	0.04	4.2	531
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.06	0.06	0.40	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	—	65	65	< 0.005	< 0.005	0.11	66
Area	0.08	0.08	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.20	0.20	< 0.005	< 0.005	—	0.20
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11	11	< 0.005	< 0.005	—	11
Water	—	—	—	—	—	—	—	—	—	—	—	1.0	0.07	1.1	0.10	< 0.005	—	4.4
Waste	—	—	—	—	—	—	—	—	—	—	—	1.5	0.00	1.5	0.15	0.00	—	5.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.59	0.59
Total	0.15	0.14	0.07	0.46	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	2.5	76	79	0.26	0.01	0.70	88

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.5	1.2	11	12	0.02	0.51	—	0.51	0.47	—	0.47	—	2,065	2,065	0.08	0.02	—	2,072
Dust From Material Movement	—	—	—	—	—	—	2.4	2.4	—	1.2	1.2	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.88	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	164	164	0.01	< 0.005	—	165
Dust From Material Movement	—	—	—	—	—	—	0.19	0.19	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27	27	< 0.005	< 0.005	—	27
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.02	0.36	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60	60	< 0.005	< 0.005	0.25	61
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87	87	< 0.005	0.01	0.23	91
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.5	4.5	< 0.005	< 0.005	0.01	4.5
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.9	6.9	< 0.005	< 0.005	0.01	7.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	0.75
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.1	1.1	< 0.005	< 0.005	< 0.005	1.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.3	1.9	17	15	0.04	0.67	—	0.67	0.62	—	0.62	—	4,737	4,737	0.19	0.04	—	4,753
Dust From Material Movement	—	—	—	—	—	—	2.7	2.7	—	1.3	1.3	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	2.3	1.9	17	15	0.04	0.67	—	0.67	0.62	—	0.62	—	4,737	4,737	0.19	0.04	—	4,753
Dust From Material Movement	—	—	—	—	—	—	2.7	2.7	—	1.3	1.3	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.74	0.62	5.4	4.9	0.01	0.22	—	0.22	0.20	—	0.20	—	1,529	1,529	0.06	0.01	—	1,535
Dust From Material Movement	—	—	—	—	—	—	0.88	0.88	—	0.43	0.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.14	0.11	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	253	253	0.01	< 0.005	—	254
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.20	0.13	1.9	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	319	319	0.02	0.01	1.3	325
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87	87	< 0.005	0.01	0.23	91

Hauling	0.06	0.04	1.7	0.40	0.01	0.03	0.37	0.40	0.03	0.10	0.13	—	1,350	1,350	0.02	0.21	2.8	1,415
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.17	1.8	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	296	296	0.02	0.01	0.03	300
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87	87	< 0.005	0.01	0.01	91
Hauling	0.06	0.03	1.8	0.41	0.01	0.03	0.37	0.40	0.03	0.10	0.13	—	1,351	1,351	0.02	0.21	0.07	1,414
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.57	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	97	97	0.01	< 0.005	0.18	98
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28	28	< 0.005	< 0.005	0.03	29
Hauling	0.02	0.01	0.57	0.13	< 0.005	0.01	0.12	0.12	0.01	0.03	0.04	—	436	436	0.01	0.07	0.39	457
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.03	16
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.7	4.7	< 0.005	< 0.005	0.01	4.9
Hauling	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	72	72	< 0.005	0.01	0.06	76

3.5. Grading (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.2	1.8	15	15	0.04	0.62	—	0.62	0.57	—	0.57	—	4,739	4,739	0.19	0.04	—	4,756
Dust From Material Movement	—	—	—	—	—	—	2.7	2.7	—	1.3	1.3	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.2	1.8	15	15	0.04	0.62	—	0.62	0.57	—	0.57	—	4,739	4,739	0.19	0.04	—	4,756
Dust From Material Movement	—	—	—	—	—	—	2.7	2.7	—	1.3	1.3	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.68	5.6	5.5	0.02	0.23	—	0.23	0.21	—	0.21	—	1,744	1,744	0.07	0.01	—	1,750
Dust From Material Movement	—	—	—	—	—	—	1.00	1.00	—	0.49	0.49	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.0	1.0	< 0.005	0.04	—	0.04	0.04	—	0.04	—	289	289	0.01	< 0.005	—	290
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.19	0.11	1.8	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	314	314	0.02	0.01	1.2	320
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85	85	< 0.005	0.01	0.21	89
Hauling	0.06	0.03	1.6	0.39	0.01	0.03	0.37	0.40	0.03	0.10	0.13	—	1,317	1,317	0.02	0.21	2.5	1,382
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.16	1.7	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	291	291	0.01	0.01	0.03	295
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85	85	< 0.005	0.01	0.01	89
Hauling	0.06	0.02	1.7	0.40	0.01	0.03	0.37	0.40	0.03	0.10	0.13	—	1,318	1,318	0.02	0.21	0.07	1,380
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.61	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	109	109	< 0.005	< 0.005	0.20	110
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31	31	< 0.005	< 0.005	0.03	33
Hauling	0.02	0.01	0.63	0.15	< 0.005	0.01	0.13	0.14	0.01	0.04	0.05	—	485	485	0.01	0.08	0.41	508
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18	18	< 0.005	< 0.005	0.03	18
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.2	5.2	< 0.005	< 0.005	0.01	5.4
Hauling	< 0.005	< 0.005	0.11	0.03	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	80	80	< 0.005	0.01	0.07	84

3.7. Building Construction (2026) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	2.0	3.0	< 0.005	0.04	—	0.04	0.04	—	0.04	—	495	495	0.02	< 0.005	—	496
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.7	8.7	< 0.005	< 0.005	—	8.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.4	1.4	< 0.005	< 0.005	—	1.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.17	1.8	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	296	296	0.02	0.01	0.03	300
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	93	93	< 0.005	0.01	0.01	97
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.3	5.3	< 0.005	< 0.005	0.01	5.4
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.6	1.6	< 0.005	< 0.005	< 0.005	1.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.87	0.87	< 0.005	< 0.005	< 0.005	0.89
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.9	3.0	< 0.005	0.04	—	0.04	0.04	—	0.04	—	494	494	0.02	< 0.005	—	496
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.9	3.0	< 0.005	0.04	—	0.04	0.04	—	0.04	—	494	494	0.02	< 0.005	—	496
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.09	0.08	0.95	1.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	242	242	0.01	< 0.005	—	243
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.17	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40	40	< 0.005	< 0.005	—	40
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.19	0.11	1.8	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	314	314	0.02	0.01	1.2	320
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	90	90	< 0.005	0.01	0.23	95
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.16	1.7	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	291	291	0.01	0.01	0.03	295
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91	91	< 0.005	0.01	0.01	95
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.81	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	144	144	< 0.005	0.01	0.26	147
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	44	44	< 0.005	0.01	0.05	46
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	24	24	< 0.005	< 0.005	0.04	24
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.3	7.3	< 0.005	< 0.005	0.01	7.7

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54	0.46	4.3	6.5	0.01	0.17	—	0.17	0.16	—	0.16	—	992	992	0.04	0.01	—	995
Paving	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	54	54	< 0.005	< 0.005	—	55
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.0	9.0	< 0.005	< 0.005	—	9.0
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.57	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	98	98	0.01	< 0.005	0.39	100
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.1	5.1	< 0.005	< 0.005	0.01	5.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.84	0.84	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2027) - Unmitigated

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

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

Off-Road Equipment	0.14	0.11	0.83	1.1	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.8	4.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.16	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26	26	< 0.005	< 0.005	—	26
Architectural Coatings	0.94	0.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.3	4.3	< 0.005	< 0.005	—	4.3
Architectural Coatings	0.17	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.0	9.0	< 0.005	< 0.005	0.04	9.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.7	1.7	< 0.005	< 0.005	< 0.005	1.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

General Light Industry	0.44	0.41	0.33	2.4	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	—	451	451	0.02	0.02	1.6	461
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.44	0.41	0.33	2.4	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	—	451	451	0.02	0.02	1.6	461
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.42	0.39	0.39	2.5	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	—	429	429	0.03	0.03	0.04	438
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.42	0.39	0.39	2.5	< 0.005	0.01	0.36	0.37	0.01	0.09	0.10	—	429	429	0.03	0.03	0.04	438
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.07	0.06	0.06	0.40	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	—	65	65	< 0.005	< 0.005	0.11	66
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.07	0.06	0.06	0.40	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	—	65	65	< 0.005	< 0.005	0.11	66

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	0.88	0.88	0.00	0.00	—	0.88
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	1.3	1.3	0.00	0.00	—	1.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	2.2	2.2	0.00	0.00	—	2.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	0.88	0.88	0.00	0.00	—	0.88
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	1.3	1.3	0.00	0.00	—	1.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	2.2	2.2	0.00	0.00	—	2.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15	0.00	0.00	—	0.15
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22	0.00	0.00	—	0.22
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.37	0.37	0.00	0.00	—	0.37

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64	64	0.01	< 0.005	—	64

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64	64	0.01	< 0.005	—	64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64	64	0.01	< 0.005	—	64
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64	64	0.01	< 0.005	—	64
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11	11	< 0.005	< 0.005	—	11
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11	11	< 0.005	< 0.005	—	11

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.11	0.10	0.01	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.5	2.5	< 0.005	< 0.005	—	2.5
Total	0.50	0.49	0.01	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.5	2.5	< 0.005	< 0.005	—	2.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.39	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.20	0.20	< 0.005	< 0.005	—	0.20
Total	0.08	0.08	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.20	0.20	< 0.005	< 0.005	—	0.20

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.1	0.44	6.5	0.62	0.01	—	26
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	1.0	0.07	1.1	0.10	< 0.005	—	4.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.0	0.07	1.1	0.10	< 0.005	—	4.4

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.2	0.00	9.2	0.92	0.00	—	32
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	1.5	0.00	1.5	0.15	0.00	—	5.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.5	0.00	1.5	0.15	0.00	—	5.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.6	3.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.59	0.59
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.59	0.59

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/9/2026	7/17/2026	5.0	29	—
Grading	Grading	7/20/2026	7/7/2027	5.0	253	—
Building Construction	Building Construction	12/23/2026	9/7/2027	5.0	185	—
Paving	Paving	7/8/2027	8/4/2027	5.0	20	—
Architectural Coating	Architectural Coating	6/1/2027	9/7/2027	5.0	71	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.00	8.0	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.0	367	0.40
Grading	Graders	Diesel	Average	1.00	6.0	250	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	350	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.0	320	0.37
Grading	Excavators	Diesel	Average	1.00	8.0	300	0.38
Grading	Excavators	Diesel	Average	1.00	4.0	90	0.38
Grading	Rollers	Diesel	Average	1.00	6.0	250	0.38
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.0	46	0.31
Building Construction	Other Material Handling Equipment	Diesel	Average	1.00	8.0	93	0.40
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.0	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.0	81	0.42
Paving	Rollers	Diesel	Average	1.00	7.0	36	0.38
Paving	Paving Equipment	Diesel	Average	1.00	8.0	89	0.36
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Site Preparation	Worker	7.5	11	LDA,LDT1,LDT2
Site Preparation	Vendor	4.0	7.0	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	40	11	LDA,LDT1,LDT2
Grading	Vendor	4.0	7.0	HHDT,MHDT
Grading	Hauling	20	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	40	11	LDA,LDT1,LDT2
Building Construction	Vendor	4.2	7.0	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	13	11	LDA,LDT1,LDT2
Paving	Vendor	—	7.0	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	1.2	11	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.0	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

Architectural Coating	0.00	0.00	20,553	6,851	2,100

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	27	0.00	0.00
Grading	0.00	6,000	221	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.80

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	General Light Industry	0.00	0%
Paving	Parking Lot	0.80	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	68	27	69	22,713	501	201	505	167,418
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
General Light Industry	Wood Fireplaces	0	0
General Light Industry	Gas Fireplaces	0	0
General Light Industry	Propane Fireplaces	0	0
General Light Industry	Electric Fireplaces	0	0
General Light Industry	No Fireplaces	0	0
General Light Industry	Conventional Wood Stoves	0	0
General Light Industry	Catalytic Wood Stoves	0	0
General Light Industry	Non-Catalytic Wood Stoves	0	0
General Light Industry	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	0.00	0.00	20,553	6,851	2,100

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	20,000	16	0.0000	0.0000	199,952
Parking Lot	30,660	16	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	3,168,588	58,999
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	17	0.00
Parking Lot	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.0	4.0	18

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	32	annual days of extreme heat
Extreme Precipitation	25	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	35	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	4	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	0	0	0	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	4	1	1	4
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	1	1	1	2
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80
AQ-PM	1.5
AQ-DPM	15
Drinking Water	54
Lead Risk Housing	30
Pesticides	11
Toxic Releases	3.7
Traffic	24
Effect Indicators	—
CleanUp Sites	98
Groundwater	32
Haz Waste Facilities/Generators	25
Impaired Water Bodies	33
Solid Waste	82
Sensitive Population	—
Asthma	38
Cardio-vascular	44
Low Birth Weights	33

Socioeconomic Factor Indicators	—
Education	18
Housing	62
Linguistic	2.8
Poverty	63
Unemployment	17

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	57.37200051
Employed	22.93083537
Median HI	38.68856666
Education	—
Bachelor's or higher	76.37623508
High school enrollment	17.87501604
Preschool enrollment	26.03618632
Transportation	—
Auto Access	60.64416784
Active commuting	76.67137174
Social	—
2-parent households	29.50083408
Voting	96.4711921
Neighborhood	—
Alcohol availability	68.8823303
Park access	39.56114462
Retail density	18.59360965

Supermarket access	30.54022841
Tree canopy	99.31990248
Housing	—
Homeownership	71.67971256
Housing habitability	65.75131528
Low-inc homeowner severe housing cost burden	59.15565251
Low-inc renter severe housing cost burden	26.31849095
Uncrowded housing	86.21840113
Health Outcomes	—
Insured adults	56.08879764
Arthritis	0.0
Asthma ER Admissions	48.0
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	63.2
Cognitively Disabled	46.5
Physically Disabled	36.0
Heart Attack ER Admissions	37.2
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	42.3
Physical Health Not Good	0.0
Stroke	0.0

Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	93.9
SLR Inundation Area	0.0
Children	90.9
Elderly	4.0
English Speaking	95.6
Foreign-born	3.8
Outdoor Workers	36.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.5
Traffic Density	10.4
Traffic Access	0.0
Other Indices	—
Hardship	20.4
Other Decision Support	—
2016 Voting	88.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	28
Healthy Places Index Score for Project Location (b)	59
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Characteristics: Utility Information	PG&E's 2024 power content label
Construction: Construction Phases	Project specific schedule
Construction: Off-Road Equipment	Project specific construction equipment for grading and building construction provided by client.
Construction: Trips and VMT	Project specific trips. 4 vendor trips added to site preparation and grading to account for water truck and fuel delivery. 2 vendor trips added to building construction to account for fuel delivery. max of 40 workers per day, trips split between grading and building construction due to overlap of phases.
Operations: Energy Use	Building energy use provided by client.

Attachment B: Energy Calculations

Nevada County Regional Law Enforcement Indoor Shooting Range Project—Energy Consumption S

Date of Last Revision: November 17, 2025

Summary of Energy Use During Construction		Annual Fuel Use
Construction On-Road Vehicle Fuel (D)	31,625	gallons (diesel)
Construction On-Road Vehicle Fuel (G)	63,650	gallons (gasoline)
Construction On-Road Vehicle Fuel (E)	29,577	kWh
Construction Off-Road Equipment Fuel	60,336	gallons (diesel)

Summary of Energy Use During Operations		Annual Fuel Use
Operational On-Road Vehicle Fuel (D)	2,075	gallons (diesel)
Operational On-Road Vehicle Fuel (G)	5,059	gallons (gasoline)
Operational On-Road Vehicle Fuel (E)	12,790	kWh
Building Electricity (unmitigated)	64,989	kWh
Building Propane (unmitigated)	199,952	kBTU

Construction On-Road Vehicle Fuel Calculations

Nevada County Regional Law Enforcement Indoor Shooting Range Project

Construction Schedule

Construction Phase Name	Start Date	End Date	Number of Days
Site Preparation	6/9/2026	7/17/2026	29
Grading	7/20/2026	7/7/2027	253
Building Construction	12/23/2026	9/7/2027	185
Paving	7/8/2027	8/4/2027	20
Architectural Coating	6/1/2027	9/7/2027	71

Construction Trips and VMT

	Trips per Day				Construction Trip Length in Miles					Trips per Phase				VMT per Phase			
Phase Name	Worker Trip Number	Vendor Trip Number	Onsite Truck Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Onsite Truck Trip Length	Hauling Trip Length	Number of Days per Phase	Worker Trip Number	Vendor Trip Number	Onsite Truck Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Onsite Truck Trips	Hauling Trips
Site Preparation	8	4	0	0	10.50	7.02	0	20	29	218	116	0	0	2,284	814	0	0
Grading	40	4	0	20	10.50	7.02	0	20	253	10,120	1,012	0	5,060	106,260	7,104	0	101,200
Building Construction	40	4	0	0	10.50	7.02	0	20	185	7,400	785	0	0	77,700	5,514	0	0
Paving	13	0	0	0	10.50	7.02	0	20	20	250	0	0	0	2,625	0	0	0
Architectural Coating	1	0	0	0	10.50	7.02	0	20	71	82	0	0	0	857	0	0	0

		Gasoline		Diesel		Electric	
Trip Type	VMT	VMT	Consumption	VMT	Consumption	VMT	Consumption
Worker Trips	189,726	170,481	62,083	1,448	217	17,797	27,249
Vendor Trips	13,433	2,652	1,549	10,678	3,014	103	296
Hauling Trips	101,200	14	18	100,881	28,394	305	2,032
TOTALS	*304,359*	*173,146*	*63,650*	*113,007*	*31,625*	*18,205*	*29,577*

Total Project Construction VMT (miles)

304,359

Source: EMFAC2025 (v2.0.0) Emissions Inventory
Region Type: County
Region: Nevada
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kWh/day for Energy Consumption, kg/day for Hydrogen Consumption

VMT = Vehicle Miles Traveled
FE = Fuel Economy

						Given					*Calculations*	
Region	Calendar Year	Vehicle Categ	Model Year	Speed	Fuel	Population	VMT (mi/day)	% of Fleet	Energy Consumption (kWh/day)	Fuel Consumption (1000 gallons/day)	FE (mi/gallon)/(mi/kWh)	VMT*FE
Nevada	2026	HHDT	Aggregate	Aggregate	Gasoline	6.2388833	78.23736351	0.02%	0	0.023037229	3.3961274	265.7041
Nevada	2026	HHDT	Aggregate	Aggregate	Diesel	2516.8195	411154.8494	99.87%	0	65.41945877	6.2849014	2584068
Nevada	2026	HHDT	Aggregate	Aggregate	Electricity	5.5363525	472.375135	0.11%	869.42336	0	0.54332	256.6509
Nevada	2026	LDA	Aggregate	Aggregate	Gasoline	24435.66	625770.8514	81.57%	0	23.07017785	27.124665	16973825
Nevada	2026	LDA	Aggregate	Aggregate	Diesel	190.78809	4103.934227	0.53%	0	0.106233658	38.631205	158539.9
Nevada	2026	LDA	Aggregate	Aggregate	Electricity	3423.5515	137252.8489	17.89%	45620.11235	0	3.0086039	412939.5
Nevada	2026	LDT1	Aggregate	Aggregate	Gasoline	8456.9272	188058.347	99.44%	0	8.363911285	22.484498	4228398
Nevada	2026	LDT1	Aggregate	Aggregate	Diesel	7.2393231	88.6371626	0.05%	0	0.003916278	22.63301	2006.126
Nevada	2026	LDT1	Aggregate	Aggregate	Electricity	23.131558	961.4820939	0.51%	359.3901774	0	2.6753154	2572.268
Nevada	2026	LDT2	Aggregate	Aggregate	Gasoline	26216.089	784459.6587	97.66%	0	34.78599794	22.551018	17690364
Nevada	2026	LDT2	Aggregate	Aggregate	Diesel	99.902618	2792.351198	0.35%	0	0.096738546	28.864928	80601.02
Nevada	2026	LDT2	Aggregate	Aggregate	Electricity	354.23136	15968.07109	1.99%	6629.86835	0	2.408505	38459.18
Nevada	2026	LHDT1	Aggregate	Aggregate	Gasoline	2609.2331	72482.75523	41.74%	0	7.798613213	9.2943134	673677.4
Nevada	2026	LHDT1	Aggregate	Aggregate	Diesel	3765.9792	100544.6089	57.90%	0	6.283096532	16.002398	1608955
Nevada	2026	LHDT1	Aggregate	Aggregate	Electricity	11.862986	636.512996	0.37%	401.3310591	0	1.5860048	1009.513
Nevada	2026	LHDT2	Aggregate	Aggregate	Gasoline	308.94568	10533.57492	17.51%	0	1.180988827	8.9192842	93951.95
Nevada	2026	LHDT2	Aggregate	Aggregate	Diesel	1405.0466	49066.23625	81.55%	0	3.62531521	13.534337	664079
Nevada	2026	LHDT2	Aggregate	Aggregate	Electricity	10.017901	565.0717213	0.94%	356.2862562	0	1.5860048	896.2065
Nevada	2026	MDV	Aggregate	Aggregate	Gasoline	16091.358	460479.0042	92.38%	0	25.11795699	18.332662	8441806
Nevada	2026	MDV	Aggregate	Aggregate	Diesel	760.19319	25941.22252	5.20%	0	1.077347461	24.078789	624633.2
Nevada	2026	MDV	Aggregate	Aggregate	Electricity	264.83182	12043.31695	2.42%	5970.743002	0	2.017055	24292.03
Nevada	2026	MHDT	Aggregate	Aggregate	Gasoline	105.92695	3985.714262	11.75%	0	0.798596176	4.9909008	19892.3
Nevada	2026	MHDT	Aggregate	Aggregate	Diesel	763.20128	29526.34706	87.01%	0	3.486147691	8.4696202	250076.9
Nevada	2026	MHDT	Aggregate	Aggregate	Electricity	9.0142384	423.2820999	1.25%	540.1034319	0	0.7837056	331.7286

	2026		
Worker (LDA, LDT1, LDT2, MDV)	**gas**	**diesel**	**elec**
Sum of VMT*FE (Column BI)	**47334391.86**	**865780.299**	**478262.9387**
Total VMT	**2058767.861**	**32926.14511**	**166225.719**
Weighted Average Fuel Economy	**22.991612**	**26.29461469**	**2.877189773**
Percentage	91%	1%	7%
Vendor (HHDT, LHDT1, LHDT2, MHDT)			
Sum of VMT*FE (Column BI)	**787787.399**	**5107178.408**	**2494.098601**
Total VMT	**87080.28178**	**590292.0416**	**2097.241952**
Weighted Average Fuel Economy	**9.046679488**	**8.651951997**	**1.18922788**
Percentage	13%	87%	0%
Onsite Trucks (LHDT1, LHDT2, MDV)			
Sum of VMT*FE (Column BI)	**9209435.123**	**2897666.995**	**26197.75168**
Total VMT	**543495.3343**	**175552.0676**	**13244.90167**
Weighted Average Fuel Economy	**16.9448283**	**16.50602601**	**1.977949881**
Percentage	74%	24%	2%
Haul (HHDT)			
Sum of VMT*FE (Column BI)	**265.7040545**	**2584067.698**	**256.6508774**
Total VMT	**78.23736351**	**411154.8494**	**472.375135**
Weighted Average Fuel Economy	**3.396127407**	**6.284901422**	**0.54332004**
Percentage	0%	100%	0%

Construction Off-Road Equipment Fuel Calculation

Nevada County Regional Law Enforcement Indoor Shooting Range Project

Construction Schedule

Construction Phase Name	Start Date	End Date	Number of Days
Site Preparation	6/9/2026	7/17/2026	29
Grading	7/20/2026	7/7/2027	253
Building Construction	12/23/2026	9/7/2027	185
Paving	7/8/2027	8/4/2027	20
Architectural Coating	6/1/2027	9/7/2027	71

Construction Equipment

Phase Name	Standardized Equipment Type	HP Bin	Equipment Type + HP Bin	Amount	Use Hours per Day	Horse Power	Load Factor	Number of Days	HP Hours	Fuel (gallons/HP-hour)	Diesel Fuel Usage
Site Preparation	Graders	175	Graders 175	1	8	148	0.41	29	14,077.76	0.050718962	714.0093797
Site Preparation	Tractors/Loaders/Backhoes	100	Tractors/Loaders/Backhoes 100	1	8	84	0.37	29	7,210.56	0.056431302	406.9012898
Site Preparation	Rubber Tired Dozers	600	Rubber Tired Dozers 600	1	7	367	0.4	29	29,800.40	0.050593363	1507.702457
Grading	Graders	300	Graders 300	1	6	250	0.41	253	155,595.00	0.050677861	7885.221818
Grading	Rubber Tired Dozers	600	Rubber Tired Dozers 600	1	8	350	0.4	253	283,360.00	0.050593363	14336.13536
Grading	Tractors/Loaders/Backhoes	600	Tractors/Loaders/Backhoes 600	1	6	320	0.37	253	179,731.20	0.050609177	9096.048079
Grading	Excavators	300	Excavators 300	1	8	300	0.38	253	230,736.00	0.050665439	11690.34074
Grading	Excavators	100	Excavators 100	1	4	90	0.38	253	34,610.40	0.056345148	1950.128118
Grading	Rollers	300	Rollers 300	1	6	250	0.38	253	144,210.00	0.050626909	7300.906491
Building Construction	Aerial Lifts	50	Aerial Lifts 50	1	8	46	0.31	185	21,104.80	0.056212228	1186.34782
Building Construction	Other Material Handling Equipment	100	Other Material Handling Equipment 100	1	8	93	0.4	185	55,056.00	0.056462207	3108.58327
Paving	Tractors/Loaders/Backhoes	100	Tractors/Loaders/Backhoes 100	1	8	84	0.37	20	4,972.80	0.056431302	280.6215792
Paving	Concrete Mixer	50	Concrete Mixer 50	1	6	10	0.56	20	672.00	0.056080465	37.68607273
Paving	Pavers	100	Pavers 100	1	6	81	0.42	20	4,082.40	0.056580345	230.9836
Paving	Rollers	50	Rollers 50	1	7	36	0.38	20	1,915.20	0.05632751	107.8784472
Paving	Paving Equipment	100	Paving Equipment 100	1	8	89	0.36	20	5,126.40	0.056492631	289.6038231
Architectural Coating	Air Compressors	50	Air Compressors 50	1	6	37	0.48	71	7,565.76	0.027374418	207.1082776
										Total	**60,336.21**

Notes:

Source of usage estimates: California Air Resource Board (CARB). 2025. OFFROAD2021 (v1.1.2) Emissions Inventory

Website: https://arb.ca.gov/emfac/offroad/emissions-inventory/21d33152fb51a3d56eeba52cc9a2a7b426d5034f. Accessed Noevmber 2025.

Model Output: Off-Road Web Query (v1.1.2) Emissions Inventory
Region Type: County
Region: Nevada
Calendar Year: 2026
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: Off-Road Web Query Equipment Types
Units: tons/day for Emissions, gallons/year for Fuel, hours/year for Activity, Horsepower-hours/year for Horsepower-hours

Region	Calendar Year	Vehicle Category	Model Year	Horsepower Bin	Fuel	Fuel Consumption (gallons/year)	Vehicle Category Horsepower Bin	Horsepower Hours (HP-hours/year)	Fuel Efficiency (gallons/HP-hour)
Nevada	2026	Bore/Drill Rigs	Aggregate	100	Diesel	320.6280616	Bore/Drill Rigs 100	5672.572648	0.056522513
Nevada	2026	Bore/Drill Rigs	Aggregate	175	Diesel	2302.504392	Bore/Drill Rigs 175	45425.99112	0.050686938
Nevada	2026	Bore/Drill Rigs	Aggregate	300	Diesel	2758.864933	Bore/Drill Rigs 300	54344.19876	0.050766503
Nevada	2026	Bore/Drill Rigs	Aggregate	50	Diesel	108.354942	Bore/Drill Rigs 50	1921.277453	0.056397342
Nevada	2026	Bore/Drill Rigs	Aggregate	600	Diesel	3984.978856	Bore/Drill Rigs 600	78600.43414	0.050699197
Nevada	2026	Bore/Drill Rigs	Aggregate	75	Diesel	415.0603651	Bore/Drill Rigs 75	7370.659301	0.056312515
Nevada	2026	Bore/Drill Rigs	Aggregate	750	Diesel	1638.461048	Bore/Drill Rigs 750	32275.95629	0.050764136
Nevada	2026	Bore/Drill Rigs	Aggregate	9999	Diesel	536.4997964	Bore/Drill Rigs 9999	10559.23187	0.050808601
Nevada	2026	Bucket	Aggregate	100	Diesel	24.79410294	Bucket 100	439.5671672	0.056405721
Nevada	2026	Bucket	Aggregate	175	Diesel	39.86183329	Bucket 175	786.7470073	0.050666647
Nevada	2026	Bucket	Aggregate	300	Diesel	103.5136784	Bucket 300	2046.385808	0.050583657
Nevada	2026	Bucket	Aggregate	50	Diesel	8.510686221	Bucket 50	150.9282363	0.05638896
Nevada	2026	Bucket	Aggregate	75	Diesel	24.04407163	Bucket 75	427.7758308	0.056207177
Nevada	2026	Bucket	Aggregate	750	Diesel	82.19245092	Bucket 750	1626.428609	0.050535542
Nevada	2026	Compactor	Aggregate	100	Diesel	11.63710942	Compactor 100	206.5740841	0.05633383
Nevada	2026	Compactor	Aggregate	175	Diesel	200.8187284	Compactor 175	3968.497246	0.050603217
Nevada	2026	Compactor	Aggregate	300	Diesel	51.32901201	Compactor 300	1012.889742	0.050675814
Nevada	2026	Compactor	Aggregate	50	Diesel	12.37682759	Compactor 50	220.0360669	0.056249086
Nevada	2026	Compactor	Aggregate	600	Diesel	132.8114372	Compactor 600	2622.438585	0.050644251
Nevada	2026	Compactor	Aggregate	75	Diesel	13.28317887	Compactor 75	236.4696135	0.056172878
Nevada	2026	Compactor	Aggregate	9999	Diesel	38.17361596	Compactor 9999	756.7384307	0.050444928
Nevada	2026	Concrete Mixer	Aggregate	175	Diesel	11.37216589	Concrete Mixer 175	225.0360422	0.050534864
Nevada	2026	Concrete Mixer	Aggregate	300	Diesel	13.56764864	Concrete Mixer 300	268.9596174	0.050444928
Nevada	2026	Concrete Mixer	Aggregate	50	Diesel	5.644800769	Concrete Mixer 50	100.6553839	0.056080465
Nevada	2026	Concrete Mixer	Aggregate	600	Diesel	10.4467396	Concrete Mixer 600	206.0780874	0.050693112
Nevada	2026	Concrete Mixer	Aggregate	75	Diesel	1.569610341	Concrete Mixer 75	27.98853988	0.056080465
Nevada	2026	Concrete Pump	Aggregate	100	Diesel	10.02952263	Concrete Pump 100	178.198458	0.056282881
Nevada	2026	Concrete Pump	Aggregate	175	Diesel	174.4290514	Concrete Pump 175	3447.857319	0.050590565
Nevada	2026	Concrete Pump	Aggregate	300	Diesel	69.79744972	Concrete Pump 300	1383.222432	0.050460033
Nevada	2026	Concrete Pump	Aggregate	50	Diesel	0.960799781	Concrete Pump 50	17.048644	0.056356375
Nevada	2026	Concrete Pump	Aggregate	600	Diesel	165.5855985	Concrete Pump 600	3259.362567	0.050803062
Nevada	2026	Concrete Pump	Aggregate	75	Diesel	11.52669339	Concrete Pump 75	204.7462751	0.056297451
Nevada	2026	Crane less than 35ton	Aggregate	100	Diesel	16.28245616	Crane less than 35ton 100	288.335556	0.056470511
Nevada	2026	Crane less than 35ton	Aggregate	175	Diesel	103.0682214	Crane less than 35ton 175	2032.336802	0.050714144
Nevada	2026	Crane less than 35ton	Aggregate	300	Diesel	30.77491972	Crane less than 35ton 300	605.2943231	0.050842902
Nevada	2026	Crane less than 35ton	Aggregate	50	Diesel	8.783626738	Crane less than 35ton 50	156.5149187	0.056120061
Nevada	2026	Crane less than 35ton	Aggregate	600	Diesel	23.75230729	Crane less than 35ton 600	467.097882	0.050850814
Nevada	2026	Crane less than 35ton	Aggregate	75	Diesel	14.71997233	Crane less than 35ton 75	262.1015241	0.056161338
Nevada	2026	Crane less than 35ton	Aggregate	750	Diesel	5.271746691	Crane less than 35ton 750	103.7205785	0.05082643
Nevada	2026	Crane less than 35ton	Aggregate	9999	Diesel	6.314519534	Crane less than 35ton 9999	123.1171898	0.051288691
Nevada	2026	Cranes	Aggregate	100	Diesel	102.4613207	Cranes 100	1814.436953	0.056470036
Nevada	2026	Cranes	Aggregate	175	Diesel	955.4661907	Cranes 175	18832.95163	0.050733746
Nevada	2026	Cranes	Aggregate	25	Diesel	0.289950332	Cranes 25	5.170255456	0.056080465
Nevada	2026	Cranes	Aggregate	300	Diesel	3416.279034	Cranes 300	67409.75466	0.050679298
Nevada	2026	Cranes	Aggregate	50	Diesel	8.350897987	Cranes 50	147.8479765	0.056483005
Nevada	2026	Cranes	Aggregate	600	Diesel	4933.16318	Cranes 600	97389.46421	0.050653972
Nevada	2026	Cranes	Aggregate	75	Diesel	35.39080587	Cranes 75	626.2009475	0.056516692
Nevada	2026	Cranes	Aggregate	750	Diesel	782.1809743	Cranes 750	15437.3874	0.050667963
Nevada	2026	Cranes	Aggregate	9999	Diesel	266.3735555	Cranes 9999	5253.953273	0.050699643
Nevada	2026	Crawler Tractors	Aggregate	100	Diesel	1608.738275	Crawler Tractors 100	28498.92913	0.056449078
Nevada	2026	Crawler Tractors	Aggregate	175	Diesel	5971.127854	Crawler Tractors 175	117839.6945	0.050671617
Nevada	2026	Crawler Tractors	Aggregate	300	Diesel	7412.666144	Crawler Tractors 300	146355.0109	0.05064853
Nevada	2026	Crawler Tractors	Aggregate	50	Diesel	55.79523705	Crawler Tractors 50	988.9511553	0.056418597
Nevada	2026	Crawler Tractors	Aggregate	600	Diesel	13264.58595	Crawler Tractors 600	261902.7924	0.050646982
Nevada	2026	Crawler Tractors	Aggregate	75	Diesel	407.5109777	Crawler Tractors 75	7221.920399	0.056426955
Nevada	2026	Crawler Tractors	Aggregate	750	Diesel	894.7843543	Crawler Tractors 750	17664.36262	0.050654777
Nevada	2026	Crawler Tractors	Aggregate	9999	Diesel	1425.060893	Crawler Tractors 9999	28171.95707	0.050584377
Nevada	2026	Crushing/Processing Equipment	Aggregate	100	Diesel	22.30976977	Crushing/Processing Equipment 100	395.4795267	0.056411946
Nevada	2026	Crushing/Processing Equipment	Aggregate	175	Diesel	317.4053049	Crushing/Processing Equipment 175	6283.100813	0.050517303
Nevada	2026	Crushing/Processing Equipment	Aggregate	300	Diesel	155.744054	Crushing/Processing Equipment 300	3079.504836	0.050574382
Nevada	2026	Crushing/Processing Equipment	Aggregate	50	Diesel	6.965636044	Crushing/Processing Equipment 50	123.8514498	0.056241861
Nevada	2026	Crushing/Processing Equipment	Aggregate	600	Diesel	857.8775343	Crushing/Processing Equipment 600	16980.44473	0.0505215
Nevada	2026	Crushing/Processing Equipment	Aggregate	75	Diesel	34.5762407	Crushing/Processing Equipment 75	616.1415031	0.05611737
Nevada	2026	Crushing/Processing Equipment	Aggregate	750	Diesel	81.23118914	Crushing/Processing Equipment 750	1605.789519	0.050586449
Nevada	2026	Crushing/Processing Equipment	Aggregate	9999	Diesel	175.1924056	Crushing/Processing Equipment 9999	3472.943884	0.050444928
Nevada	2026	Excavators	Aggregate	100	Diesel	4104.599954	Excavators 100	72847.44265	0.056345148
Nevada	2026	Excavators	Aggregate	175	Diesel	23238.34722	Excavators 175	458982.6633	0.05063012
Nevada	2026	Excavators	Aggregate	25	Diesel	0.177295867	Excavators 25	3.109445122	0.057018491
Nevada	2026	Excavators	Aggregate	300	Diesel	24948.63309	Excavators 300	492419.1632	0.050665439
Nevada	2026	Excavators	Aggregate	50	Diesel	6653.620873	Excavators 50	118276.8813	0.056254619
Nevada	2026	Excavators	Aggregate	600	Diesel	28791.50859	Excavators 600	569059.8698	0.050594867
Nevada	2026	Excavators	Aggregate	75	Diesel	5259.935448	Excavators 75	93613.86591	0.056187568
Nevada	2026	Excavators	Aggregate	750	Diesel	855.2742511	Excavators 750	16907.97831	0.050584064
Nevada	2026	Excavators	Aggregate	9999	Diesel	4140.264681	Excavators 9999	81819.76174	0.050602258
Nevada	2026	Graders	Aggregate	100	Diesel	161.0690404	Graders 100	2853.293312	0.056450222
Nevada	2026	Graders	Aggregate	175	Diesel	2586.430425	Graders 175	50995.33397	0.050718962
Nevada	2026	Graders	Aggregate	300	Diesel	8964.228869	Graders 300	176886.4875	0.050677861
Nevada	2026	Graders	Aggregate	50	Diesel	19.89310206	Graders 50	352.7733329	0.056390606
Nevada	2026	Graders	Aggregate	600	Diesel	2178.822112	Graders 600	43036.97892	0.050626744

Nevada	2026	Graders	Aggregate	75	Diesel	61.79181664	Graders 75	1094.673134	0.056447733
Nevada	2026	Graders	Aggregate	750	Diesel	82.71770668	Graders 750	1634.399272	0.050610465
Nevada	2026	Graders	Aggregate	9999	Diesel	59.44576407	Graders 9999	1169.572849	0.050826902
Nevada	2026	Hopper Tractor Trailer	Aggregate	300	Diesel	14.90440337	Hopper Tractor Trailer 300	295.4589061	0.050444928
Nevada	2026	Hopper Tractor Trailer	Aggregate	600	Diesel	13.02457816	Hopper Tractor Trailer 600	257.1049244	0.05065861
Nevada	2026	Misc - Bore/Drill Rigs	Aggregate	15	Diesel	0.368	Misc - Bore/Drill Rigs 15	0	0
Nevada	2026	Misc - Bore/Drill Rigs	Aggregate	25	Diesel	1.72	Misc - Bore/Drill Rigs 25	0	0
Nevada	2026	Misc - Cement And Mortar Mixers	Aggregate	15	Diesel	2.54	Misc - Cement And Mortar Mixers 15	0	0
Nevada	2026	Misc - Cement And Mortar Mixers	Aggregate	25	Diesel	0.496	Misc - Cement And Mortar Mixers 25	0	0
Nevada	2026	Misc - Concrete/Industrial Saws	Aggregate	25	Diesel	0.34	Misc - Concrete/Industrial Saws 25	0	0
Nevada	2026	Misc - Concrete/Industrial Saws	Aggregate	50	Diesel	109.5	Misc - Concrete/Industrial Saws 50	2529.45	0.043290043
Nevada	2026	Misc - Dumpers/Tenders	Aggregate	25	Diesel	0.245	Misc - Dumpers/Tenders 25	0	0
Nevada	2026	Misc - Excavators	Aggregate	25	Diesel	1.75	Misc - Excavators 25	0	0
Nevada	2026	Misc - Other	Aggregate	15	Diesel	5.6	Misc - Other 15	0	0
Nevada	2026	Misc - Other	Aggregate	25	Diesel	0.915	Misc - Other 25	0	0
Nevada	2026	Misc - Pavers	Aggregate	25	Diesel	0.461	Misc - Pavers 25	0	0
Nevada	2026	Misc - Paving Equipment	Aggregate	25	Diesel	0.78	Misc - Paving Equipment 25	0	0
Nevada	2026	Misc - Plate Compactors	Aggregate	15	Diesel	2.18	Misc - Plate Compactors 15	0	0
Nevada	2026	Misc - Rollers	Aggregate	15	Diesel	7.92	Misc - Rollers 15	0	0
Nevada	2026	Misc - Rollers	Aggregate	25	Diesel	5.48	Misc - Rollers 25	0	0
Nevada	2026	Misc - Rubber Tired Loaders	Aggregate	25	Diesel	0.32	Misc - Rubber Tired Loaders 25	0	0
Nevada	2026	Misc - Signal Boards	Aggregate	15	Diesel	34.1	Misc - Signal Boards 15	0	0
Nevada	2026	Misc - Signal Boards	Aggregate	50	Diesel	58.4	Misc - Signal Boards 50	945.35	0.061776062
Nevada	2026	Misc - Skid Steer Loaders	Aggregate	25	Diesel	89.8	Misc - Skid Steer Loaders 25	0	0
Nevada	2026	Misc - Tractors/Loaders/Backhoes	Aggregate	25	Diesel	8.37	Misc - Tractors/Loaders/Backhoes 25	0	0
Nevada	2026	Misc - Trenchers	Aggregate	15	Diesel	3.13	Misc - Trenchers 15	0	0
Nevada	2026	Misc - Trenchers	Aggregate	25	Diesel	8.15	Misc - Trenchers 25	0	0
Nevada	2026	Nurse Rig Other	Aggregate	175	Diesel	2.578604257	Nurse Rig Other 175	50.57644578	0.050984292
Nevada	2026	Off-Highway Tractors	Aggregate	100	Diesel	945.1675355	Off-Highway Tractors 100	16719.46979	0.056530951
Nevada	2026	Off-Highway Tractors	Aggregate	175	Diesel	5123.107101	Off-Highway Tractors 175	101170.6402	0.050638279
Nevada	2026	Off-Highway Tractors	Aggregate	300	Diesel	2316.605487	Off-Highway Tractors 300	45735.13417	0.050652644
Nevada	2026	Off-Highway Tractors	Aggregate	50	Diesel	1107.497378	Off-Highway Tractors 50	19612.61974	0.05646861
Nevada	2026	Off-Highway Tractors	Aggregate	600	Diesel	6182.29658	Off-Highway Tractors 600	122125.9246	0.050622311
Nevada	2026	Off-Highway Tractors	Aggregate	75	Diesel	955.2470691	Off-Highway Tractors 75	16938.87619	0.056393769
Nevada	2026	Off-Highway Tractors	Aggregate	750	Diesel	494.334619	Off-Highway Tractors 750	9783.557344	0.050527084
Nevada	2026	Off-Highway Tractors	Aggregate	9999	Diesel	484.2272736	Off-Highway Tractors 9999	9583.311562	0.050528178
Nevada	2026	Off-Highway Trucks	Aggregate	100	Diesel	25.87772207	Off-Highway Trucks 100	458.0013682	0.056501408
Nevada	2026	Off-Highway Trucks	Aggregate	175	Diesel	1329.850215	Off-Highway Trucks 175	26196.69099	0.050764053
Nevada	2026	Off-Highway Trucks	Aggregate	300	Diesel	3127.146937	Off-Highway Trucks 300	61712.22067	0.050673058
Nevada	2026	Off-Highway Trucks	Aggregate	50	Diesel	48.59328467	Off-Highway Trucks 50	859.5321332	0.056534576
Nevada	2026	Off-Highway Trucks	Aggregate	600	Diesel	22857.7835	Off-Highway Trucks 600	451780.5199	0.050594885
Nevada	2026	Off-Highway Trucks	Aggregate	75	Diesel	51.13975345	Off-Highway Trucks 75	909.8862473	0.056204557
Nevada	2026	Off-Highway Trucks	Aggregate	750	Diesel	3269.813016	Off-Highway Trucks 750	64594.30581	0.050620763
Nevada	2026	Off-Highway Trucks	Aggregate	9999	Diesel	11440.30248	Off-Highway Trucks 9999	226017.963	0.050616784
Nevada	2026	Other Construction Equipment	Aggregate	100	Diesel	855.7619639	Other Construction Equipment 100	15167.43022	0.056421025
Nevada	2026	Other Construction Equipment	Aggregate	175	Diesel	2840.36348	Other Construction Equipment 175	56056.68366	0.050669488
Nevada	2026	Other Construction Equipment	Aggregate	300	Diesel	2699.555403	Other Construction Equipment 300	53279.4681	0.050667837
Nevada	2026	Other Construction Equipment	Aggregate	50	Diesel	651.422964	Other Construction Equipment 50	11548.19446	0.056409075
Nevada	2026	Other Construction Equipment	Aggregate	600	Diesel	8766.23669	Other Construction Equipment 600	173104.8603	0.050641193
Nevada	2026	Other Construction Equipment	Aggregate	75	Diesel	1102.317426	Other Construction Equipment 75	19576.39089	0.056308511
Nevada	2026	Other Construction Equipment	Aggregate	750	Diesel	1385.906979	Other Construction Equipment 750	27388.72943	0.050601361
Nevada	2026	Other Construction Equipment	Aggregate	9999	Diesel	1843.278756	Other Construction Equipment 9999	36424.73902	0.050605133
Nevada	2026	Other Material Handling Equipment	Aggregate	100	Diesel	283.7206582	Other Material Handling Equipment 100	5024.965781	0.056462207
Nevada	2026	Other Material Handling Equipment	Aggregate	175	Diesel	1190.684288	Other Material Handling Equipment 175	23486.72729	0.050696049
Nevada	2026	Other Material Handling Equipment	Aggregate	300	Diesel	1229.799953	Other Material Handling Equipment 300	24273.33724	0.050664642
Nevada	2026	Other Material Handling Equipment	Aggregate	50	Diesel	122.944889	Other Material Handling Equipment 50	2180.160331	0.056392591
Nevada	2026	Other Material Handling Equipment	Aggregate	600	Diesel	2185.113308	Other Material Handling Equipment 600	43143.53418	0.050647527
Nevada	2026	Other Material Handling Equipment	Aggregate	75	Diesel	160.2503783	Other Material Handling Equipment 75	2846.167232	0.056303922
Nevada	2026	Other Material Handling Equipment	Aggregate	750	Diesel	237.1053743	Other Material Handling Equipment 750	4679.635504	0.050667488
Nevada	2026	Other Material Handling Equipment	Aggregate	9999	Diesel	800.8823496	Other Material Handling Equipment 9999	15836.90607	0.050570632
Nevada	2026	Pavers	Aggregate	100	Diesel	573.6784125	Pavers 100	10139.18197	0.056580345
Nevada	2026	Pavers	Aggregate	175	Diesel	1929.63835	Pavers 175	38126.70793	0.050611198
Nevada	2026	Pavers	Aggregate	300	Diesel	2345.839818	Pavers 300	46302.67758	0.050663157
Nevada	2026	Pavers	Aggregate	50	Diesel	103.7132098	Pavers 50	1838.417025	0.056414409
Nevada	2026	Pavers	Aggregate	600	Diesel	419.4305108	Pavers 600	8285.959784	0.050619424
Nevada	2026	Pavers	Aggregate	75	Diesel	525.5981	Pavers 75	9323.532556	0.056373279
Nevada	2026	Pavers	Aggregate	750	Diesel	16.92324917	Pavers 750	335.4796946	0.050444928
Nevada	2026	Pavers	Aggregate	9999	Diesel	389.4003116	Pavers 9999	7690.907508	0.050631257
Nevada	2026	Paving Equipment	Aggregate	100	Diesel	310.0106952	Paving Equipment 100	5487.63069	0.056492631
Nevada	2026	Paving Equipment	Aggregate	175	Diesel	2135.87167	Paving Equipment 175	42185.65894	0.050630279
Nevada	2026	Paving Equipment	Aggregate	300	Diesel	965.2825212	Paving Equipment 300	19053.08355	0.050662798
Nevada	2026	Paving Equipment	Aggregate	50	Diesel	264.5677536	Paving Equipment 50	4701.89074	0.056268375
Nevada	2026	Paving Equipment	Aggregate	600	Diesel	2292.316584	Paving Equipment 600	45324.43002	0.05057574
Nevada	2026	Paving Equipment	Aggregate	75	Diesel	196.1043375	Paving Equipment 75	3481.254701	0.056331511
Nevada	2026	Paving Equipment	Aggregate	750	Diesel	493.1292218	Paving Equipment 750	9763.910993	0.050505297
Nevada	2026	Paving Equipment	Aggregate	9999	Diesel	310.0955926	Paving Equipment 9999	6119.579298	0.050672698
Nevada	2026	Rollers	Aggregate	100	Diesel	1570.920639	Rollers 100	27831.44183	0.056444098
Nevada	2026	Rollers	Aggregate	175	Diesel	9247.458217	Rollers 175	182629.2594	0.050635141
Nevada	2026	Rollers	Aggregate	300	Diesel	789.9451964	Rollers 300	15603.26747	0.050626909
Nevada	2026	Rollers	Aggregate	50	Diesel	2526.189871	Rollers 50	44848.24325	0.05632751
Nevada	2026	Rollers	Aggregate	600	Diesel	664.1537679	Rollers 600	13126.1333	0.050597823
Nevada	2026	Rollers	Aggregate	75	Diesel	1025.40225	Rollers 75	18237.53419	0.056224829
Nevada	2026	Rollers	Aggregate	750	Diesel	15.71364001	Rollers 750	309.4546015	0.050778498
Nevada	2026	Rollers	Aggregate	9999	Diesel	697.1275554	Rollers 9999	13775.81268	0.050605185
Nevada	2026	Rough Terrain Forklifts	Aggregate	100	Diesel	2245.047206	Rough Terrain Forklifts 100	39816.59122	0.056384716
Nevada	2026	Rough Terrain Forklifts	Aggregate	175	Diesel	14814.84685	Rough Terrain Forklifts 175	292509.2509	0.050647447
Nevada	2026	Rough Terrain Forklifts	Aggregate	300	Diesel	125.0665018	Rough Terrain Forklifts 300	2470.32105	0.050627631
Nevada	2026	Rough Terrain Forklifts	Aggregate	50	Diesel	82.68250973	Rough Terrain Forklifts 50	1470.540538	0.05622593
Nevada	2026	Rough Terrain Forklifts	Aggregate	600	Diesel	36.05251081	Rough Terrain Forklifts 600	712.3445342	0.050611058
Nevada	2026	Rough Terrain Forklifts	Aggregate	75	Diesel	3254.138768	Rough Terrain Forklifts 75	57979.80564	0.056125382

Nevada	2026	Rough Terrain Forklifts	Aggregate	750	Diesel	11.83271277	Rough Terrain Forklifts 750	234.5669455	0.050444928
Nevada	2026	Rubber Tired Dozers	Aggregate	100	Diesel	108.1404831	Rubber Tired Dozers 100	1918.989354	0.056352831
Nevada	2026	Rubber Tired Dozers	Aggregate	175	Diesel	350.7680694	Rubber Tired Dozers 175	6924.695265	0.050654658
Nevada	2026	Rubber Tired Dozers	Aggregate	300	Diesel	439.2919518	Rubber Tired Dozers 300	8688.528012	0.050559997
Nevada	2026	Rubber Tired Dozers	Aggregate	50	Diesel	15.12113718	Rubber Tired Dozers 50	269.0758007	0.05619657
Nevada	2026	Rubber Tired Dozers	Aggregate	600	Diesel	2611.183375	Rubber Tired Dozers 600	51611.18408	0.050593363
Nevada	2026	Rubber Tired Dozers	Aggregate	75	Diesel	48.50156685	Rubber Tired Dozers 75	861.7845472	0.056280386
Nevada	2026	Rubber Tired Dozers	Aggregate	750	Diesel	86.7487774	Rubber Tired Dozers 750	1715.04716	0.050580987
Nevada	2026	Rubber Tired Dozers	Aggregate	9999	Diesel	194.5055277	Rubber Tired Dozers 9999	3855.79946	0.050444928
Nevada	2026	Rubber Tired Loaders	Aggregate	100	Diesel	1965.281855	Rubber Tired Loaders 100	34837.32148	0.056413116
Nevada	2026	Rubber Tired Loaders	Aggregate	175	Diesel	15185.11425	Rubber Tired Loaders 175	299580.0901	0.050687995
Nevada	2026	Rubber Tired Loaders	Aggregate	300	Diesel	28531.02107	Rubber Tired Loaders 300	563597.5945	0.050623036
Nevada	2026	Rubber Tired Loaders	Aggregate	50	Diesel	150.3519426	Rubber Tired Loaders 50	2668.003962	0.056353718
Nevada	2026	Rubber Tired Loaders	Aggregate	600	Diesel	22153.99824	Rubber Tired Loaders 600	437949.8045	0.050585702
Nevada	2026	Rubber Tired Loaders	Aggregate	75	Diesel	1188.408454	Rubber Tired Loaders 75	21112.29688	0.05628987
Nevada	2026	Rubber Tired Loaders	Aggregate	750	Diesel	731.3164911	Rubber Tired Loaders 750	14459.3025	0.050577577
Nevada	2026	Rubber Tired Loaders	Aggregate	9999	Diesel	1936.340576	Rubber Tired Loaders 9999	38285.61694	0.050576188
Nevada	2026	Scrapers	Aggregate	100	Diesel	53.7764128	Scrapers 100	951.8467618	0.056496923
Nevada	2026	Scrapers	Aggregate	175	Diesel	488.5742491	Scrapers 175	9638.784773	0.050688366
Nevada	2026	Scrapers	Aggregate	300	Diesel	6955.573065	Scrapers 300	137334.5798	0.050646917
Nevada	2026	Scrapers	Aggregate	50	Diesel	3.410933033	Scrapers 50	60.47753982	0.056399996
Nevada	2026	Scrapers	Aggregate	600	Diesel	26965.92111	Scrapers 600	533094.3524	0.050583768
Nevada	2026	Scrapers	Aggregate	75	Diesel	44.98080222	Scrapers 75	796.9834037	0.056438819
Nevada	2026	Scrapers	Aggregate	750	Diesel	4721.749332	Scrapers 750	93480.29488	0.050510638
Nevada	2026	Skid Steer Loaders	Aggregate	100	Diesel	9150.237733	Skid Steer Loaders 100	162198.2553	0.05641391
Nevada	2026	Skid Steer Loaders	Aggregate	175	Diesel	2662.10701	Skid Steer Loaders 175	52685.79692	0.050527982
Nevada	2026	Skid Steer Loaders	Aggregate	300	Diesel	219.6515391	Skid Steer Loaders 300	4335.168609	0.050667358
Nevada	2026	Skid Steer Loaders	Aggregate	50	Diesel	2481.273741	Skid Steer Loaders 50	44070.14607	0.056302825
Nevada	2026	Skid Steer Loaders	Aggregate	600	Diesel	152.1906014	Skid Steer Loaders 600	3001.650427	0.050702307
Nevada	2026	Skid Steer Loaders	Aggregate	75	Diesel	17869.75027	Skid Steer Loaders 75	317944.349	0.056204019
Nevada	2026	Skid Steer Loaders	Aggregate	750	Diesel	14.9429765	Skid Steer Loaders 750	293.7530499	0.050869179
Nevada	2026	Skid Steer Loaders	Aggregate	9999	Diesel	1115.978185	Skid Steer Loaders 9999	22076.25428	0.050551066
Nevada	2026	Spray Truck	Aggregate	100	Diesel	18.11695898	Spray Truck 100	320.1416773	0.056590442
Nevada	2026	Spray Truck	Aggregate	175	Diesel	57.38809575	Spray Truck 175	1134.539615	0.050582717
Nevada	2026	Spray Truck	Aggregate	300	Diesel	53.49849128	Spray Truck 300	1049.86454	0.050957518
Nevada	2026	Spray Truck	Aggregate	50	Diesel	41.02915961	Spray Truck 50	726.0247296	0.056512069
Nevada	2026	Spray Truck	Aggregate	600	Diesel	218.025877	Spray Truck 600	4316.930637	0.050504837
Nevada	2026	Spray Truck	Aggregate	75	Diesel	24.86360306	Spray Truck 75	441.9145757	0.05626337
Nevada	2026	Spreader Tractor Trailer	Aggregate	50	Diesel	2.36899427	Spreader Tractor Trailer 50	42.00080504	0.056403544
Nevada	2026	Spreader Tractor Trailer	Aggregate	600	Diesel	49.69006501	Spreader Tractor Trailer 600	980.3184846	0.050687675
Nevada	2026	Spreader Truck	Aggregate	100	Diesel	28.98204517	Spreader Truck 100	511.8123291	0.056626313
Nevada	2026	Spreader Truck	Aggregate	175	Diesel	34.48481971	Spreader Truck 175	683.6132154	0.050444928
Nevada	2026	Spreader Truck	Aggregate	300	Diesel	24.52528369	Spreader Truck 300	481.1464402	0.050972597
Nevada	2026	Spreader Truck	Aggregate	50	Diesel	0.689641357	Spreader Truck 50	12.2973544	0.056080465
Nevada	2026	Spreader Truck	Aggregate	600	Diesel	230.6300823	Spreader Truck 600	4548.677878	0.050702663
Nevada	2026	Spreader Truck	Aggregate	75	Diesel	4.046846408	Spreader Truck 75	71.64161195	0.056487372
Nevada	2026	Surfacing Equipment	Aggregate	100	Diesel	54.11447439	Surfacing Equipment 100	958.9066434	0.056433517
Nevada	2026	Surfacing Equipment	Aggregate	175	Diesel	243.8917455	Surfacing Equipment 175	4806.654538	0.050740436
Nevada	2026	Surfacing Equipment	Aggregate	300	Diesel	283.3592812	Surfacing Equipment 300	5585.11903	0.05073469
Nevada	2026	Surfacing Equipment	Aggregate	50	Diesel	25.034737	Surfacing Equipment 50	443.2951077	0.056474201
Nevada	2026	Surfacing Equipment	Aggregate	600	Diesel	1643.141494	Surfacing Equipment 600	32477.49283	0.050593237
Nevada	2026	Surfacing Equipment	Aggregate	75	Diesel	43.5959748	Surfacing Equipment 75	775.4713508	0.056218679
Nevada	2026	Surfacing Equipment	Aggregate	750	Diesel	692.1023464	Surfacing Equipment 750	13657.19579	0.050676754
Nevada	2026	Surfacing Equipment	Aggregate	9999	Diesel	345.4194911	Surfacing Equipment 9999	6828.948679	0.05058165
Nevada	2026	Tank Truck	Aggregate	100	Diesel	7.070992001	Tank Truck 100	126.0865429	0.056080465
Nevada	2026	Tank Truck	Aggregate	175	Diesel	10.08663199	Tank Truck 175	198.565775	0.050797435
Nevada	2026	Tank Truck	Aggregate	300	Diesel	490.9397381	Tank Truck 300	9693.460091	0.050646491
Nevada	2026	Tank Truck	Aggregate	600	Diesel	197.632432	Tank Truck 600	3893.402625	0.050760851
Nevada	2026	Tanker Truck Trailer	Aggregate	100	Diesel	10.49048872	Tanker Truck Trailer 100	187.0613706	0.056080465
Nevada	2026	Tanker Truck Trailer	Aggregate	175	Diesel	14.54501871	Tanker Truck Trailer 175	287.7306157	0.050550821
Nevada	2026	Tanker Truck Trailer	Aggregate	300	Diesel	5.746806254	Tanker Truck Trailer 300	113.922379	0.050444928
Nevada	2026	Tanker Truck Trailer	Aggregate	50	Diesel	3.00746086	Tanker Truck Trailer 50	53.25843652	0.056469192
Nevada	2026	Tanker Truck Trailer	Aggregate	600	Diesel	16.47624843	Tanker Truck Trailer 600	326.6185314	0.050444928
Nevada	2026	Tanker Truck Trailer	Aggregate	75	Diesel	3.514107511	Tanker Truck Trailer 75	62.66188213	0.056080465
Nevada	2026	Telescopic Handler	Aggregate	100	Diesel	146.4653898	Telescopic Handler 100	2603.125033	0.056265215
Nevada	2026	Telescopic Handler	Aggregate	175	Diesel	813.997634	Telescopic Handler 175	16088.20842	0.050595916
Nevada	2026	Telescopic Handler	Aggregate	300	Diesel	23.3670486	Telescopic Handler 300	463.2189863	0.050444928
Nevada	2026	Telescopic Handler	Aggregate	50	Diesel	10.59767715	Telescopic Handler 50	188.6425077	0.056178627
Nevada	2026	Telescopic Handler	Aggregate	600	Diesel	10.98393137	Telescopic Handler 600	217.7410439	0.050444928
Nevada	2026	Telescopic Handler	Aggregate	75	Diesel	298.9041747	Telescopic Handler 75	5327.124644	0.056109852
Nevada	2026	Telescopic Handler	Aggregate	750	Diesel	12.07404493	Telescopic Handler 750	239.3510173	0.050444928
Nevada	2026	Telescopic Handler	Aggregate	9999	Diesel	92.55541095	Telescopic Handler 9999	1829.738669	0.050583951
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	100	Diesel	27721.33047	Tractors/Loaders/Backhoes 100	491240.3122	0.056431302
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	175	Diesel	29275.96138	Tractors/Loaders/Backhoes 175	578170.0047	0.050635559
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	25	Diesel	0.595947495	Tractors/Loaders/Backhoes 25	10.56622025	0.056401199
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	300	Diesel	12451.44128	Tractors/Loaders/Backhoes 300	245868.0867	0.050642771
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	50	Diesel	2494.063418	Tractors/Loaders/Backhoes 50	44214.40605	0.056408389
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	600	Diesel	9553.85865	Tractors/Loaders/Backhoes 600	188777.1992	0.050609177
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	75	Diesel	11630.17315	Tractors/Loaders/Backhoes 75	206693.4711	0.056267734
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	750	Diesel	442.5905721	Tractors/Loaders/Backhoes 750	8739.395839	0.050643154
Nevada	2026	Tractors/Loaders/Backhoes	Aggregate	9999	Diesel	1753.809064	Tractors/Loaders/Backhoes 9999	34597.83987	0.050691288
Nevada	2026	Trenchers	Aggregate	100	Diesel	309.8282092	Trenchers 100	5492.533574	0.056408979
Nevada	2026	Trenchers	Aggregate	175	Diesel	508.4772542	Trenchers 175	10037.7408	0.050656544
Nevada	2026	Trenchers	Aggregate	300	Diesel	306.2250386	Trenchers 300	6039.474495	0.050703921
Nevada	2026	Trenchers	Aggregate	50	Diesel	792.0392317	Trenchers 50	14059.57974	0.056334488
Nevada	2026	Trenchers	Aggregate	600	Diesel	505.9838434	Trenchers 600	9967.441088	0.050763665
Nevada	2026	Trenchers	Aggregate	75	Diesel	248.0506845	Trenchers 75	4397.253397	0.056410368
Nevada	2026	Trenchers	Aggregate	750	Diesel	24.00565209	Trenchers 750	472.4397959	0.050812087
Nevada	2026	Trenchers	Aggregate	9999	Diesel	629.1436757	Trenchers 9999	12458.90347	0.050497516
Nevada	2026	Vacuum Truck	Aggregate	100	Diesel	30.92519595	Vacuum Truck 100	548.9093369	0.056339351

Nevada	2026	Vacuum Truck	Aggregate	175	Diesel	279.4139029	Vacuum Truck 175	5493.368886	0.050863852
Nevada	2026	Vacuum Truck	Aggregate	300	Diesel	309.4945377	Vacuum Truck 300	6096.006361	0.050770048
Nevada	2026	Vacuum Truck	Aggregate	50	Diesel	13.40023278	Vacuum Truck 50	237.6329502	0.056390466
Nevada	2026	Vacuum Truck	Aggregate	600	Diesel	419.6460401	Vacuum Truck 600	8265.347769	0.050771734
Nevada	2026	Vacuum Truck	Aggregate	75	Diesel	20.06073518	Vacuum Truck 75	355.8311956	0.056377112
Nevada	2026	Water Truck	Aggregate	175	Diesel	81.78981953	Water Truck 175	1612.703719	0.050715961
Nevada	2026	Water Truck	Aggregate	300	Diesel	521.8683347	Water Truck 300	10276.38661	0.050783252
Nevada	2026	Water Truck	Aggregate	50	Diesel	4.58479635	Water Truck 50	81.04652573	0.056569931
Nevada	2026	Water Truck	Aggregate	600	Diesel	2394.580129	Water Truck 600	47258.681	0.050669635
Nevada	2026	Water Truck	Aggregate	75	Diesel	24.15823332	Water Truck 75	426.9467777	0.056583712
Nevada	2026	Water Truck	Aggregate	750	Diesel	39.21015481	Water Truck 750	769.2119082	0.050974451
Nevada	2026	Water Truck	Aggregate	9999	Diesel	135.8803558	Water Truck 9999	2681.432954	0.05067453
Nevada	2026	Aerial Lifts	Aggregate	100	Diesel	318.7064101	Aerial Lifts 100	5651.593215	0.056392312
Nevada	2026	Aerial Lifts	Aggregate	175	Diesel	472.0439193	Aerial Lifts 175	9326.334744	0.050614087
Nevada	2026	Aerial Lifts	Aggregate	300	Diesel	10.02632475	Aerial Lifts 300	197.9927391	0.050639861
Nevada	2026	Aerial Lifts	Aggregate	50	Diesel	804.5903468	Aerial Lifts 50	14313.44001	0.056212228
Nevada	2026	Aerial Lifts	Aggregate	600	Diesel	5.929642619	Aerial Lifts 600	117.2292653	0.05058159
Nevada	2026	Aerial Lifts	Aggregate	75	Diesel	1604.053942	Aerial Lifts 75	28547.45442	0.056189036
Nevada	2026	Boom	Aggregate	100	Diesel	162.0186365	Boom 100	2876.573126	0.05632349
Nevada	2026	Boom	Aggregate	175	Diesel	146.5295301	Boom 175	2892.06837	0.050665998
Nevada	2026	Boom	Aggregate	300	Diesel	22.90656327	Boom 300	452.5768497	0.050613643
Nevada	2026	Boom	Aggregate	50	Diesel	1052.784234	Boom 50	18758.00595	0.056124528
Nevada	2026	Boom	Aggregate	600	Diesel	21.31088948	Boom 600	420.1458613	0.050722598
Nevada	2026	Boom	Aggregate	75	Diesel	1769.726068	Boom 75	31536.42659	0.056116886
Nevada	2026	Boom	Aggregate	9999	Diesel	14.32420285	Boom 9999	283.9572442	0.050444928
Nevada	2026	Forklifts	Aggregate	100	Diesel	2317.443311	Forklifts 100	41107.69519	0.056374927
Nevada	2026	Forklifts	Aggregate	175	Diesel	6961.061948	Forklifts 175	137441.7439	0.050647363
Nevada	2026	Forklifts	Aggregate	25	Diesel	0.006213597	Forklifts 25	0.108956623	0.057028175
Nevada	2026	Forklifts	Aggregate	300	Diesel	631.5641225	Forklifts 300	12466.83223	0.050659551
Nevada	2026	Forklifts	Aggregate	50	Diesel	341.3572987	Forklifts 50	6065.88002	0.056274984
Nevada	2026	Forklifts	Aggregate	600	Diesel	193.9118386	Forklifts 600	3827.879085	0.050657775
Nevada	2026	Forklifts	Aggregate	75	Diesel	3531.440814	Forklifts 75	62857.33972	0.056181837
Nevada	2026	Forklifts	Aggregate	750	Diesel	14.50299861	Forklifts 750	287.5016194	0.050444928
Nevada	2026	Forklifts	Aggregate	9999	Diesel	270.8282424	Forklifts 9999	5349.354737	0.050628208
Nevada	2026	Garbage Refuse	Aggregate	175	Diesel	1.613837691	Garbage Refuse 175	31.48217866	0.051261944
Nevada	2026	Garbage Refuse	Aggregate	300	Diesel	7.742186926	Garbage Refuse 300	152.3141999	0.050830369
Nevada	2026	Garbage Refuse	Aggregate	50	Diesel	0.278688382	Garbage Refuse 50	4.938114201	0.056436196
Nevada	2026	Garbage Refuse	Aggregate	600	Diesel	114.727971	Garbage Refuse 600	2265.417867	0.050643183
Nevada	2026	Garbage Refuse	Aggregate	75	Diesel	1.156814747	Garbage Refuse 75	20.62776654	0.056080465
Nevada	2026	Garbage Refuse	Aggregate	9999	Diesel	28.64470016	Garbage Refuse 9999	567.8410311	0.050444928
Nevada	2026	Garbage Transfer	Aggregate	300	Diesel	8.100824966	Garbage Transfer 300	159.8411684	0.050680466
Nevada	2026	Garbage Transfer	Aggregate	600	Diesel	19.7554257	Garbage Transfer 600	391.6236245	0.050444928
Nevada	2026	Misc - Aerial Lifts	Aggregate	15	Diesel	1.77	Misc - Aerial Lifts 15	0	0
Nevada	2026	Misc - Aerial Lifts	Aggregate	25	Diesel	2.53	Misc - Aerial Lifts 25	0	0
Nevada	2026	Misc - Other General Industrial Equipmer	Aggregate	15	Diesel	1.1	Misc - Other General Industrial Equipmer	0	0
Nevada	2026	Misc - Other General Industrial Equipmer	Aggregate	25	Diesel	2.24	Misc - Other General Industrial Equipmer	0	0
Nevada	2026	Misc - Sweepers/Scrubbers	Aggregate	15	Diesel	0.443	Misc - Sweepers/Scrubbers 15	0	0
Nevada	2026	Misc - Sweepers/Scrubbers	Aggregate	25	Diesel	0.452	Misc - Sweepers/Scrubbers 25	0	0
Nevada	2026	Mower	Aggregate	100	Diesel	237.141148	Mower 100	4199.520989	0.056468618
Nevada	2026	Mower	Aggregate	175	Diesel	72.98000641	Mower 175	1443.066088	0.050572879
Nevada	2026	Mower	Aggregate	300	Diesel	3.006748462	Mower 300	59.03680306	0.050930069
Nevada	2026	Mower	Aggregate	50	Diesel	765.7437318	Mower 50	13595.73347	0.056322355
Nevada	2026	Mower	Aggregate	75	Diesel	511.2200129	Mower 75	9093.29173	0.056219467
Nevada	2026	Mower	Aggregate	9999	Diesel	136.7156007	Mower 9999	2698.200244	0.050669183
Nevada	2026	Other General Industrial Equipment	Aggregate	100	Diesel	204.623065	Other General Industrial Equipment 100	3621.652354	0.056499919
Nevada	2026	Other General Industrial Equipment	Aggregate	175	Diesel	645.4316648	Other General Industrial Equipment 175	12728.42446	0.050707899
Nevada	2026	Other General Industrial Equipment	Aggregate	300	Diesel	430.8761923	Other General Industrial Equipment 300	8498.727751	0.050698905
Nevada	2026	Other General Industrial Equipment	Aggregate	50	Diesel	520.5605968	Other General Industrial Equipment 50	9211.415327	0.056512553
Nevada	2026	Other General Industrial Equipment	Aggregate	600	Diesel	1422.103619	Other General Industrial Equipment 600	28076.61612	0.05065082
Nevada	2026	Other General Industrial Equipment	Aggregate	75	Diesel	283.3775135	Other General Industrial Equipment 75	5021.425638	0.056433677
Nevada	2026	Other General Industrial Equipment	Aggregate	750	Diesel	316.1186182	Other General Industrial Equipment 750	6231.962148	0.050725375
Nevada	2026	Other General Industrial Equipment	Aggregate	9999	Diesel	512.4124658	Other General Industrial Equipment 999	10118.38498	0.050641725
Nevada	2026	Other Truck	Aggregate	100	Diesel	29.14338568	Other Truck 100	518.1543266	0.056244605
Nevada	2026	Other Truck	Aggregate	175	Diesel	234.2452288	Other Truck 175	4633.327263	0.05055659
Nevada	2026	Other Truck	Aggregate	300	Diesel	424.5815282	Other Truck 300	8380.437768	0.050663407
Nevada	2026	Other Truck	Aggregate	50	Diesel	23.87389494	Other Truck 50	424.3861205	0.056255127
Nevada	2026	Other Truck	Aggregate	600	Diesel	1556.483479	Other Truck 600	30739.66749	0.050634363
Nevada	2026	Other Truck	Aggregate	75	Diesel	53.63834378	Other Truck 75	951.2096074	0.056389615
Nevada	2026	Other Truck	Aggregate	750	Diesel	118.7202895	Other Truck 750	2333.173063	0.050883619
Nevada	2026	Other Truck	Aggregate	9999	Diesel	134.0584305	Other Truck 9999	2648.204061	0.050622394
Nevada	2026	Railcars or Track Cars	Aggregate	100	Diesel	2.745190211	Railcars or Track Cars 100	48.73117998	0.056333342
Nevada	2026	Railcars or Track Cars	Aggregate	175	Diesel	70.60349227	Railcars or Track Cars 175	1395.390076	0.050597674
Nevada	2026	Railcars or Track Cars	Aggregate	300	Diesel	75.99457732	Railcars or Track Cars 300	1500.87213	0.050633612
Nevada	2026	Railcars or Track Cars	Aggregate	50	Diesel	0.475609634	Railcars or Track Cars 50	8.447542881	0.056301535
Nevada	2026	Railcars or Track Cars	Aggregate	600	Diesel	31.11033792	Railcars or Track Cars 600	615.9951929	0.050504189
Nevada	2026	Railcars or Track Cars	Aggregate	75	Diesel	3.830850979	Railcars or Track Cars 75	68.30989996	0.056080465
Nevada	2026	Railcars or Track Cars	Aggregate	9999	Diesel	13.28648654	Railcars or Track Cars 9999	263.3859728	0.050444928
Nevada	2026	Sweepers/Scrubbers	Aggregate	100	Diesel	254.9094057	Sweepers/Scrubbers 100	4518.667783	0.056412513
Nevada	2026	Sweepers/Scrubbers	Aggregate	175	Diesel	59.05312089	Sweepers/Scrubbers 175	1165.317688	0.050675555
Nevada	2026	Sweepers/Scrubbers	Aggregate	300	Diesel	80.62585317	Sweepers/Scrubbers 300	1593.903269	0.050583906
Nevada	2026	Sweepers/Scrubbers	Aggregate	50	Diesel	213.5095659	Sweepers/Scrubbers 50	3788.871126	0.056351763
Nevada	2026	Sweepers/Scrubbers	Aggregate	600	Diesel	12.82228852	Sweepers/Scrubbers 600	254.0061017	0.050480238
Nevada	2026	Sweepers/Scrubbers	Aggregate	75	Diesel	195.7772371	Sweepers/Scrubbers 75	3482.875972	0.056211372
Nevada	2026	Sweepers/Scrubbers	Aggregate	9999	Diesel	25.30101774	Sweepers/Scrubbers 9999	501.5572137	0.050444928
Nevada	2026	Tow Tractor	Aggregate	600	Diesel	5.779077638	Tow Tractor 600	114.1122817	0.050643783
Nevada	2026	Yard Goat	Aggregate	100	Diesel	29.70630626	Yard Goat 100	525.8664952	0.056490205
Nevada	2026	Yard Goat	Aggregate	175	Diesel	4038.880696	Yard Goat 175	79725.34862	0.050659931
Nevada	2026	Yard Goat	Aggregate	300	Diesel	2514.700206	Yard Goat 300	49651.35566	0.050647161
Nevada	2026	Yard Goat	Aggregate	50	Diesel	7.009209454	Yard Goat 50	124.2248025	0.056423591
Nevada	2026	Yard Goat	Aggregate	600	Diesel	215.0052109	Yard Goat 600	4238.18324	0.050730513

Nevada	2026	Yard Goat	Aggregate	75	Diesel	12.50402938	Yard Goat 75	221.9944042	0.056325876
Nevada	2026	Yard Goat	Aggregate	9999	Diesel	43.1716767	Yard Goat 9999	849.3284207	0.050830369
Nevada	2026	Air Compressors	Aggregate	15	Diesel	50.6775905	Air Compressors 15	0	0
Nevada	2026	Air Compressors	Aggregate	25	Diesel	202.9963885	Air Compressors 25	0	0
Nevada	2026	Air Compressors	Aggregate	50	Diesel	2876.2	Air Compressors 50	105068.9	0.027374418
Nevada	2026	Generator Sets	Aggregate	15	Diesel	2960.233842	Generator Sets 15	0	0
Nevada	2026	Generator Sets	Aggregate	25	Diesel	3730.752557	Generator Sets 25	0	0
Nevada	2026	Generator Sets	Aggregate	50	Diesel	7935.1	Generator Sets 50	187540.65	0.04231136
Nevada	2026	Pressure Washers	Aggregate	15	Diesel	28.18180949	Pressure Washers 15	0	0
Nevada	2026	Pressure Washers	Aggregate	25	Diesel	9.442304708	Pressure Washers 25	0	0
Nevada	2026	Pressure Washers	Aggregate	50	Diesel	40.15	Pressure Washers 50	2080.5	0.019298246
Nevada	2026	Pumps	Aggregate	15	Diesel	1928.844422	Pumps 15	0	0
Nevada	2026	Pumps	Aggregate	25	Diesel	1507.992591	Pumps 25	0	0
Nevada	2026	Pumps	Aggregate	50	Diesel	4639.15	Pumps 50	109525.55	0.042356783
Nevada	2026	Welders	Aggregate	15	Diesel	1163.260608	Welders 15	0	0
Nevada	2026	Welders	Aggregate	25	Diesel	1856.377562	Welders 25	0	0
Nevada	2026	Welders	Aggregate	50	Diesel	13227.6	Welders 50	512430.8	0.025813437

Operational Fuel Calculation—Project-Generated Operational Trips

Total Operational VMT

Nevada County Regional Law Enforcement Indoor Shooting Range Project

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry (Shooting Range)	68	27	69	22713	501	201	505	167418

Total Annual VMT 167,418

Vehicle Type	Fraction of 1	Annual VMT	Gasoline		Diesel		Electric	
			VMT	Consumption	VMT	Consumption	VMT	Consumption
Passenger Cars (LDA, LDT1, LDT2, MDV)	0.8524	142,710	108,957	4,555	1,204	46	32,549	11,832
Trucks (HHDT, MHDT, LHDT1, LHDT2)	0.1380	23,109	4,343	465	17,784	1,987	983	868
Motor Homes and Buses (MCY, MH, OBUS, SBUS, UB	0.0096	1,599	1,191	39	351	42	58	90
Total	*1.0000*	*167,418*	*114,490*	*5,059*	*19,338*	*2,075*	*33,589*	*12,790*

*Note: Fleet mix pulled from CalEEMod defaults

Source: EMFAC2025 (v2.0.0) Emissions Inventory
Region Type: County
Region: Nevada
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kWh/day for Energy Consumption, kg/day for Hydrogen Consumption

VMT = Vehicle Miles Traveled
FE = Fuel Economy

			Given							*Calculations*	
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT	Energy Consumption	Fuel Consumption	FE (mi/gallon)/(mi/kWh)	VMT*FE
Nevada	2026	HHDT	Aggregate	Aggregate	Diesel	2516.819498	411154.8494	0	65.41945877	6.284901422	2584067.698
Nevada	2026	LDA	Aggregate	Aggregate	Diesel	190.788092	4103.934227	0	0.106233658	38.63120506	158539.9247
Nevada	2026	LDT1	Aggregate	Aggregate	Diesel	7.23932306	88.6371626	0	0.003916278	22.6330102	2006.125805
Nevada	2026	LDT2	Aggregate	Aggregate	Diesel	99.9026177	2792.351198	0	0.096738546	28.86492826	80601.01701
Nevada	2026	LHDT1	Aggregate	Aggregate	Diesel	3765.979154	100544.6089	0	6.283096532	16.0023976	1608954.807
Nevada	2026	LHDT2	Aggregate	Aggregate	Diesel	1405.046644	49066.23625	0	3.62531521	13.53433658	664078.956
Nevada	2026	MDV	Aggregate	Aggregate	Diesel	760.1931868	25941.22252	0	1.077347461	24.07878931	624633.2315
Nevada	2026	MH	Aggregate	Aggregate	Diesel	407.6400954	3330.068808	0	0.358658232	9.284796818	30919.01227
Nevada	2026	MHDT	Aggregate	Aggregate	Diesel	763.2012848	29526.34706	0	3.486147691	8.469620244	250076.9468
Nevada	2026	OBUS	Aggregate	Aggregate	Diesel	46.39571191	2132.639956	0	0.270288611	7.890232397	16827.02487
Nevada	2026	SBUS	Aggregate	Aggregate	Diesel	45.56140487	876.5688607	0	0.109684217	7.991750196	7005.319364
Nevada	2026	UBUS	Aggregate	Aggregate	Diesel	18.12539432	896.8527625	0	0.075947653	11.80882795	10590.77997
Nevada	2026	HHDT	Aggregate	Aggregate	Electricity	5.536352477	472.375135	869.42336	0	0.54332004	256.6508774
Nevada	2026	LDA	Aggregate	Aggregate	Electricity	3423.551483	137252.8489	45620.11235	0	3.00860392	412939.4591
Nevada	2026	LDT1	Aggregate	Aggregate	Electricity	23.1315576	961.4820939	359.3901774	0	2.675315449	2572.2679
Nevada	2026	LDT2	Aggregate	Aggregate	Electricity	354.231359	15968.07109	6629.86835	0	2.408505004	38459.17913
Nevada	2026	LHDT1	Aggregate	Aggregate	Electricity	11.86298645	636.512996	401.3310591	0	1.586004825	1009.512683
Nevada	2026	LHDT2	Aggregate	Aggregate	Electricity	10.01790056	565.0717213	356.2862562	0	1.586004825	896.2064762
Nevada	2026	MDV	Aggregate	Aggregate	Electricity	264.8318154	12043.31695	5970.743002	0	2.017054988	24292.03253
Nevada	2026	MHDT	Aggregate	Aggregate	Electricity	9.014238359	423.2820999	540.1034319	0	0.783705629	331.7285644
Nevada	2026	OBUS	Aggregate	Aggregate	Electricity	0.049310005	3.223695845	4.228929068	0	0.762296031	2.457410549
Nevada	2026	SBUS	Aggregate	Aggregate	Electricity	0.252213089	7.886712311	9.926825803	0	0.79448481	6.265873131
Nevada	2026	HHDT	Aggregate	Aggregate	Gasoline	6.238883316	78.23736351	0	0.023037229	3.396127407	265.7040545
Nevada	2026	LDA	Aggregate	Aggregate	Gasoline	24435.65953	625770.8514	0	23.07017785	27.12466525	16973824.87
Nevada	2026	LDT1	Aggregate	Aggregate	Gasoline	8456.927175	188058.347	0	8.363911285	22.48449805	4228397.536
Nevada	2026	LDT2	Aggregate	Aggregate	Gasoline	26216.08881	784459.6587	0	34.78599794	22.5510178	17690363.73
Nevada	2026	LHDT1	Aggregate	Aggregate	Gasoline	2609.233081	72482.75523	0	7.798613213	9.294313393	673677.4427
Nevada	2026	LHDT2	Aggregate	Aggregate	Gasoline	308.9456758	10533.57492	0	1.180988827	8.919284152	93951.94788
Nevada	2026	MCY	Aggregate	Aggregate	Gasoline	4152.415416	17501.55158	0	0.4628149	37.81544539	661828.9679
Nevada	2026	MDV	Aggregate	Aggregate	Gasoline	16091.35794	460479.0042	0	25.11795699	18.33266155	8441805.732
Nevada	2026	MH	Aggregate	Aggregate	Gasoline	685.0936436	5296.73135	0	1.165784447	4.543491177	24065.65215
Nevada	2026	MHDT	Aggregate	Aggregate	Gasoline	105.9269491	3985.714262	0	0.798596176	4.990900763	19892.30435
Nevada	2026	OBUS	Aggregate	Aggregate	Gasoline	41.41790199	1376.888661	0	0.289624825	4.754042278	6545.786905
Nevada	2026	SBUS	Aggregate	Aggregate	Gasoline	4.154563959	168.3396333	0	0.017058187	9.868553847	1661.268736

Passenger Cars (LDA, LDT1, LDT2, MDV)	gas	diesel	elec
Sum of VMT*FE (Column BI)	47334391.9	865780.299	478262.9387
Total VMT	2058767.86	32926.14511	166225.719
Weighted Average Fuel Economy	22.991612	26.29461469	2.877189773
Percentage	91%	1%	7%
Trucks (HHDT, MHDT, LHDT1, LHDT2)			
Sum of VMT*FE (Column BI)	787787.399	5107178.408	2494.098601
Total VMT	87080.2818	590292.0416	2097.241952
Weighted Average Fuel Economy	9.04667949	8.651951997	1.18922788
Percentage	13%	87%	0%
Motor Homes and Buses (MCY, MH, OBUS, SBUS, UBUS)			
Sum of VMT*FE (Column BI)	694101.676	65342.13647	8.72328368
Total VMT	24343.5112	7236.130387	11.11040816
Weighted Average Fuel Economy	28.5128004	9.029983289	0.785145204
Percentage	77%	23%	0%

Building Energy

From CalEEMod Results Tab 5.11.1

Land Use	Electricity (kWh/yr)	Propane (kBTU/yr)
General Light Industry (Shooting Range)	20,000	199,952.00
Parking Lot	44,989	-
Totals*	***64,989***	***199,952***

*does not account for implementation of any mitigation