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Docket Number:	16-SPPE-01
Project Title:	AltaGas Pomona Energy
TN #:	210803-11
Document Title:	Appendix 4.1G
Description:	Application for Small Power Plant Exemption Volume 2
Filer:	Sabrina Savala
Organization:	AltaGas Pomona Energy, Inc.
Submitter Role:	Applicant
Submission Date:	3/22/2016 12:28:10 PM
Docketed Date:	3/21/2016

Appendix 4.1G
Demolition Air Quality Analysis

Appendix 4.1G
Demolition Emissions

4.1G-1 Demolition Emissions

The emissions were calculated for the demolition phase (three-month period) of the project (removal of existing equipment at the site), and the results of this analysis are discussed below.

4.1G-1.1 Demolition Activities

The primary emission sources during demolition will include exhaust from heavy demolition equipment and vehicles.

Combustion emissions during demolition will result from the following:

- Exhaust from the diesel demolition equipment used for removal of existing equipment/structures;
- Exhaust from water trucks used to control demolition dust emissions;
- Exhaust from pickup trucks and diesel trucks used to transport workers and materials around the demolition site;
- Exhaust from diesel trucks used to deliver fuel to the site and haul away demolition materials; and
- Exhaust from vehicles used by workers to commute to the demolition site.

Fugitive dust emissions from the demolition will result from the following:

- Dust entrained during onsite travel on paved and unpaved surfaces;
- Dust entrained during the mechanical dismantling of structures: and
- Wind erosion of areas disturbed during demolition activities.

4.1G-1.2 Emissions Calculations

To determine the potential worst-case daily demolition impacts, exhaust and dust emission rates have been evaluated for each source of emissions. Maximum short-term impacts are calculated based on the equipment mix expected during Month 1 of the demolition schedule.[1] Annual emissions are based on the average equipment mix during the three-month period. The detailed demolition emissions calculations are shown in the tables attached to this analysis (all tables are located at the end of the document). As discussed in the modeling protocol submitted to the CEC (see Appendix 4.1D), the CalEEMod model was used to calculate demolition emissions for the proposed project. The following section provides additional details regarding the assumptions used in calculating demolition emissions using the CalEEMod model.

Windblown Dust. Emissions of windblown dust are not included in CalEEMod, so those emissions were calculated manually. The disturbed area for these calculations was

[1] See calculations in Section 4.1G-4.

determined by dividing the total active demolition area (0.7 acres) by the months of demolition. A PM_{10} emission factor of 0.011 ton/acre-month was used to estimate these emissions.[2]

Demolition Access. The primary demolition site access off of Mt. Vernon Avenue is paved. In addition, the demolition worker parking areas are also paved. Therefore, the onsite worker travel and delivery and haul truck travel were assumed to occur on paved surfaces.

Onsite Travel during Demolition. For delivery and haul vehicles, the onsite travel distance was taken as the distance from the plant entrance to the demolition area. For worker vehicles, the onsite travel distance was taken as the distance from the plant entrance to the parking area. Worker travel distance was doubled to account for round-trip travel.

A manual calculation was performed to calculate the onsite paved surface vehicle travel emissions (combustion and paved fugitive dust emissions). This was done by first calculating the ratio of the onsite paved surface vehicle trip distances (a round-trip distance on paved surface of approximately 0.22 miles was used for worker, a one-way distance of 0.22 and 0.25 miles on paved surface was used to estimate the onsite paved fugitive dust emissions for delivery and haul trucks) vs. the CalEEMod model offsite vehicle trip distances by vehicle type (offsite round-trip distances were approximately 80 miles for workers, 40 miles [one-way] for delivery trucks and 32 miles [one-way] for haul trucks). The offsite paved surface travel emissions per vehicle type (which includes a fugitive dust component) calculated by the CalEEMod model were multiplied by these ratios to calculate onsite vehicle combustion and paved surface travel emissions.

Paved Surface Travel Emissions Calculation Assumptions. The CalEEMod model default silt content and silt loading values were used for the unpaved/paved surface travel emission calculations. As described in the CalEEMod model user guide (see Section 4.4.3), EPA AP-42 methods are used to calculate fugitive dust emissions for paved and unpaved road travel. The CalEEMod model defaults for silt content/silt loading are based on statewide averages; these values are as follows: silt content = 8.5% and silt loading of 0.1 g/m^2.

Fugitive Dust Control Efficiency. Outlined below are the fugitive dust control efficiencies used as part of the CalEEMod model runs performed for demolition activities. Mitigation measures used to minimize fugitive dust are discussed further below.

- As a CalEEMod model input, the onsite vehicle speed limit was set to 15 miles per hour. As described in Appendix A of the CalEEMod model user guide,[3] the resulting onsite unpaved road travel PM_{10} emission control efficiency associated with this speed limit is based on mitigation measures described by SCAQMD.

[2] Source: Table ES-2, "Improvement of Specific Emission Factors (BACM Project No. 1), Final Report", prepared for South Coast AQMD by Midwest Research Institute, March 1996.

[3] Section 11.1, CalEEMod User Guide, Appendix A, CalEEMod User Guide and all the related documents are available at: http://www.caleemod.com

The SCAQMD lists an unpaved road travel PM_{10} emission control efficiency of 57% for this mitigation measure.[4]

- For water application in active demolition areas (watered at least three times a day), the PM_{10} emission control efficiency is 61% in the CalEEMod model for demolition activities (e.g., material-handling, etc.).
- Paved roads within the demolition site will be cleaned at least once per day on days when demolition activities occur. The onsite paved road travel PM_{10} emission control efficiency was set to 9% as a CalEEMod model input based on control levels described by the SCAQMD.[5]

Exhaust Emission Source Assumptions. The number, type, and engine rating of the equipment used in the demolition impact analysis were based on equipment loadings provided by the owner's engineer.

The CalEEMod model default engine load factors were used for the demolition emission calculations (a function of the type of demolition equipment in question). Due to the large number of different type/size equipment (which impacts the availability of Tier 4 engines), it was assumed that EPA Tier 4i engines would be used for the larger equipment (engines greater than 75 hp) and EPA Tier 4 engines would be used for smaller equipment (engines equal to or smaller than75 hp).

4.1G-2 Available Mitigation Measures

Listed below are typical mitigation measures being proposed to control exhaust emissions from the diesel heavy equipment and potential emissions of fugitive dust during demolition activities.

- Unpaved surface travel and disturbed areas in the project demolition site will be watered as frequently as necessary to prevent fugitive dust plumes. The frequency of watering can be reduced or eliminated during periods of precipitation.
- The vehicle speed limit will be 15 miles per hour within the demolition site.
- The demolition site entrances shall be posted with visible speed limit signs.
- Demolition equipment vehicle tires will be inspected and washed as necessary to be cleaned free of dirt prior to entering paved roadways.
- Gravel ramps of at least 20 feet in length will be provided at the tire washing/cleaning station.
- Unpaved exits from the demolition site will be graveled or treated to prevent track-out to public roadways.

[4] SCAQMD Mitigation Measures and Control Efficiencies, Fugitive Dust, Table XI-A
http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/fugitive-dust

[5] SCAQMD Mitigation Measures and Control Efficiencies, Fugitive Dust, Table XI-C
http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/fugitive-dust

- Demolition vehicles will enter the demolition site through the treated entrance roadways, unless an alternative route has been submitted to and approved by the Compliance Project Manager.
- Demolition areas adjacent to any paved roadway will be provided with sandbags or other measures as specified in the Storm Water Pollution Prevention Plan (SWPPP) to prevent run-off to roadways.
- Paved roads within the demolition site will be cleaned at least once per day (or less during periods of precipitation) on days when demolition activity occurs to prevent the accumulation of dirt and debris.
- At least the first 500 feet of any public roadway exiting from the demolition site shall be cleaned at least once daily when dirt or runoff from the demolition site is visible on public roadways.
- Soil storage piles and disturbed areas that remain inactive for longer than 10 days will be covered or treated with appropriate dust suppressant compounds.
- Vehicles used to transport solid bulk material on public roadways and having the potential to cause visible emissions will be provided with a cover, or the materials will be sufficiently wetted and loaded onto the trucks in a manner to provide at least one foot of freeboard.
- Wind erosion control techniques (such as windbreaks, water, chemical dust suppressants, and/or vegetation) will be used on all demolition areas that may be disturbed. Any windbreaks installed to comply with this condition shall remain in place until the soil is stabilized or permanently covered with vegetation.

An on-site Air Quality Demolition Mitigation Manager will be responsible for directing and documenting compliance with demolition related mitigation conditions.

4.1G-2.1 Estimates of Emissions with Mitigation Measures: Onsite Demolition

Tables 4.1G-1 and 4.1G-2 show the estimated maximum daily and annual heavy equipment exhaust and fugitive dust emissions with the assumptions described above and the recommended mitigation measures for onsite demolition activities. Detailed emission calculations are included in Section 4.1G-4.

4.1G-3 Air Quality Impact Analysis

A dispersion modeling analysis was conducted based on the demolition emissions discussed above using the approach discussed in the modeling protocol submitted to the SCAQMD and CEC (see Appendix 4.1D).

As shown on Table 4.1G-3, the modeling analysis shows that the PRP demolition phase impacts will not interfere with the attainment or maintenance of the applicable air quality standards or cause additional violations of any standards, with the exception of PM_{10}/$PM_{2.5}$ for which the state standards are already exceeded (the project area is also classified as a nonattainment area for the federal $PM_{2.5}$ standards). The maximum 24-hr and annual impacts shown on Table 4.1G-3 are below the 24-hour and annual average federal significant impact levels (SILs) of 5 $\mu g/m^3$ and 1 $\mu g/m^3$, respectively. In addition, maximum annual $PM_{2.5}$ impacts shown on Table 4.1G-3 are below the annual average federal SIL of 0.3 $\mu g/m^3$. With respect to 24-hr $PM_{2.5}$ impacts, the maximum demolition

impacts are above the federal SIL of 1.2 µg/m^3 only within a small area extending less than approximately 100 meters from the facility property line. The primary purpose of federal SILs is to identify a level of ambient impact that is sufficiently low relative to an ambient air quality standard such that the impact can be considered de minimis. Hence, EPA considers a source whose individual impact falls below a SIL to have a de minimis impact on air quality concentrations that already exist. If a project's impacts are below a federal SIL, these impacts are not considered to cause or contribute to a violation of an ambient air quality standard and/or increment.[6]

Consequently, since the demolition $PM_{10}/PM_{2.5}$ impacts are below federal SILs (24-hr $PM_{2.5}$ impacts drop below SIL very near to the facility property line) the Applicant does not believe the impacts will cause or contribute to a violation of the 24-hr or annual $PM_{10}/PM_{2.5}$ ambient air quality standards.[7] As such, the $PM_{10}/PM_{2.5}$ impacts for the demolition phase of the project will be less than significant.

A screening health risk assessment (HRA) of demolition impacts was performed in accordance with OEHHA guidance, which requires adjusting the 30-year lifetime dosage to an exposure period equal to that of the demolition period. The screening HRA for demolition impacts was prepared using the latest version of CARB's Hotspots Analysis and Reporting Program, Version 2 (HARP2) model (ARB, 2015), the ARB May 2015 health database (OEHHA/ARB, 2015), and the OEHHA Hot Spots Program Guidance Manual (OEHHA, 2015). The USEPA-recommended air dispersion model, AERMOD, was used along with 5 years (2008–2012) of representative meteorological data as described in Section 4.1.5.1. The HARP2 modeling was performed using the option where the ambient impact modeling was performed with the AERMOD model outside of the ADMRT program. The post file outputs of AERMOD were used as inputs in the risk calculation portion of the ADMRT program. The results of this analysis show a maximum off-property worker cancer risk of approximately 0.06 in one million (located on the project property line). The 1 in a million cancer risk calculated based on residential exposure does not extend beyond the nearby surrounding warehouse/industrial area (areas with no residential receptors), thus the maximum cancer risk at possible residential receptors is less than 1 in a million. These impact are below the CEC significance threshold of 10 in one million. The demolition criteria pollutant and HRA modeling files are include in a DVD submitted to the SCAQMD and CEC as part of the SPPE process for this project.

4.1G-4 Detailed Demolition Emissions Calculations

Tables 4.1G-4 through 4.1G-13 provide detailed demolition emission calculations.

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[6] 75 FR 64891: "Accordingly, a source that demonstrates that the projected ambient impact of its proposed emissions increase does not exceed the SIL for that pollutant at a location where a NAAQS or increment violation occurs is not considered to cause or contribute to that violation."

[7] In January 2013, EPA sought, and the U.S. Court of Appeals for the District of Columbia Circuit granted, remand and vacatur of these SILs as they apply for purposes of avoiding a cumulative impacts analysis under federal PSD requirements (40 CFR § 51.166(k)(2) and § 52.21(k)(2)). However, EPA has retained these SILs for purposes of demonstrating whether a source locating in an attainment/unclassifiable area will be deemed to cause or contribute to a violation in a downwind nonattainment area. See Sierra Club v. EPA, No. 10-1413 (D.C. Cir. 2013), slip op. 9. Accordingly, application of these SILs for purposes of satisfying the SCAQMD's requirement to assure that a new or modified facility does not interfere with the attainment or maintenance of an ambient air quality standard (SCAQMD Rule 1303) is appropriate.

TABLE 4.1G-1

Maximum Daily Emissions During Demolition, Pounds per Day

	NOx	CO	VOC	SOx	PM_{10}	$PM_{2.5}$
Onsite						
Demolition Equipment and Onsite Vehicle	25.12	49.49	1.52	0.09	0.15	0.15
Fugitive Dust (Demolition Equipment and Onsite Vehicle)					0.20	0.030
Fugitive Dust (Wind Erosion)					0.17	0.07
Offsite						
Worker Travel	0.85	9.53	0.32	2.34E-02	1.54E-02	1.42E-02
Delivery Trucks Travel	0.39	0.22	0.02	1.18E-03	6.84E-03	6.29E-03
Haul Trucks Travel	0.45	0.29	0.03	1.28E-03	6.58E-03	6.05E-03
Fugitive Dust (Worker, Delivery and Haul Trucks)[a]					1.89	0.50
Total Emissions (Onsite and Offsite)	26.81	59.54	1.89	0.12	2.43	0.78

[a] Offsite paved emissions.

TABLE 4.1G-2

Peak Annual Emissions During Demolition, Tons per Year

	NOx	CO	VOC	SOx	PM_{10}	$PM_{2.5}$
Onsite						
Demolition Equipment and Onsite Vehicle	0.76	1.50	0.05	2.74E-03	0.005	0.005
Fugitive Dust (Demolition Equipment and Onsite Vehicle)					5.92E-03	9.05E-04
Fugitive Dust (Wind Erosion)					0.008	0.003
Offsite						
Worker Travel	2.19E-02	2.22E-01	7.68E-03	5.60E-04	3.80E-04	3.50E-04
Delivery Trucks Travel	8.45E-03	4.73E-03	4.90E-04	2.00E-05	1.50E-04	1.30E-04
Haul Trucks Travel	9.50E-03	5.94E-03	5.40E-04	2.00E-05	1.40E-04	1.30E-04
Fugitive Dust (Worker, Delivery and Haul Trucks)[a]					0.05	0.01
Total Emissions (Onsite and Offsite)	0.80	1.74	0.05	0.00	0.06	0.02

[a] Offsite paved emissions.

Table 4.1G-3

Modeled Maximum Impacts During the Demolition Period

Pollutant	Averaging Time	Maximum Project Impact (µg/m³)	Background (µg/m³)	Total Impact (µg/m³)	State Standard (µg/m³)	Federal Standard (µg/m³)
NO_2	1-hour	143.9	167.5	311	339	--
	98th percentile	n/a[a]	n/a[a]	n/a[a]	--	188
	Annual	6.4	42.7	49	57	100
SO_2	1-hour	1.6	11.3	13	655	--
	99th percentile	n/a[b]	n/a[b]	n/a[b]	--	196
	24-hour	0.4	8.4	9	105	--
CO	1-hour	860.5	2863.8	3,724	23,000	40,000
	8-hour	412.8	1832.8	2,246	10,000	10,000
PM_{10}	24-hour	3.6	100	104	50	150
	Annual	0.4	33.6	34	20	--
$PM_{2.5}$	24-hour	1.5	32[c]	33.5	--	35
	Annual	0.2	13	13	12	12

[a] Due to the short-term nature of demolition activities (only three months), it is not necessary to model the impacts for this multi-year based ambient air quality standard.

[b] Due to the short-term nature of demolition activities (only three months), it is not necessary to model the impacts for this multi-year based ambient air quality standard.

[c] 24-hour $PM_{2.5}$ background concentration reflects 3-year average of the 98th percentile values based on form of standard.

TABLE 4.1G-4
Demolition of the PRP – Daily and Annual Demolition Emissions

	Maximum Daily Emissions (lbs/day)					
	NOx	**CO**	**VOC**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Onsite						
Off-Road Equipment and Onsite Vehicle (combustion)	25.12	49.49	1.52	0.09	0.15	0.15
Demolition and Onsite Vehicle - Fugitive Dust					0.20	0.03
Wind Erosion - Fugitive Dust					0.17	0.07
Subtotal (Onsite)	25.12	49.49	1.52	0.09	0.52	0.25
Offsite						
Worker Travel (combustion)	0.85	9.53	0.32	2.34E-02	1.54E-02	1.42E-02
Delivery Truck (combustion)	0.39	0.22	0.02	1.18E-03	6.84E-03	6.29E-03
Haul Truck (combustion)	0.45	0.29	0.03	1.28E-03	6.58E-03	6.05E-03
Worker Travel - Fugitive Dust					1.82	0.48
Delivery Truck - Fugitive Dust					0.04	0.01
Haul Truck - Fugitive Dust					0.03	0.01
Subtotal (Offsite)	1.69	10.05	0.37	0.03	1.92	0.53
Total	26.81	59.54	1.89	0.12	2.43	0.78
	Peak Annual Emissions (tons/yr, 12-month maximum)					
	NOx	**CO**	**ROC**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Onsite						
Off-Road Equipment and Onsite Vehicle (combustion)	0.76	1.50	0.05	2.74E-03	0.005	0.005
Demolition and Onsite Vehicle - Fugitive Dust					5.92E-03	9.05E-04
Wind Erosion - Fugitive Dust					0.008	0.003
Subtotal (Onsite)	0.76	1.50	0.05	2.74E-03	0.02	0.01
Offsite						
Worker Travel (combustion)	0.02	0.22	0.008	5.60E-04	3.80E-04	3.50E-04
Delivery Truck (combustion)	0.01	0.005	0.0005	2.00E-05	1.50E-04	1.30E-04
Delivery Truck (combustion)	0.01	0.01	0.0005	2.00E-05	1.40E-04	1.30E-04
Worker Travel - Fugitive Dust					4.45E-02	1.18E-02
Delivery Truck - Fugitive Dust					7.60E-04	2.20E-04
Haul Truck – Fugitive Dust					6.10E-04	1.70E-04
Subtotal (Offsite)	0.04	0.23	0.01	0.001	0.05	0.01
Total	0.80	1.74	0.05	0.003	0.06	0.02

TABLE 4.1G-5
Demolition of the Proposed PRP – Modeled Emissions, Short-Term Impacts

Short-Term Impacts (24 hours and less) **Daily working hours (hr/day)**	**10**				
	NOx	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
TOTAL					
Off Road Equipment and Onsite Vehicle (Combustion) (lbs/day)	25.12	49.49	0.09	0.15	0.15
Off Road Equipment and Onsite Vehicle (Combustion) (lbs/hr)	2.51	4.95	0.01	0.01	0.01
Off Road Equipment and Onsite Vehicle (Combustion) (g/sec)	0.32	0.62	0.001	0.002	0.002
Demolition and Onsite Vehicle (Fugitive Dust) (lbs/day)				1.96E-01	3.01E-02
Demolition and Onsite Vehicle (Fugitive Dust) (lbs/hr)				1.96E-02	3.01E-03
Demolition and Onsite Vehicle (Fugitive Dust) (g/sec)				2.47E-03	3.79E-04
Wind Erosion (Fugitive Dust) (lbs/day)				1.70E-01	6.79E-02
Wind Erosion (Fugitive Dust) (lbs/hr)[a]				7.07E-03	2.83E-03
Wind Erosion (Fugitive Dust) (g/sec)				8.91E-04	3.56E-04

[a] Wind Erosion fugitive dust emissions are assumed to occur 24 hrs/day.

TABLE 4.1G-6
Demolition of the PRP – Modeled Emissions, Long-Term Impacts

Long-Term Impacts (Annual)					
Annual Number of Work Days, 12-month period (days/yr)[b]	**261**				
Daily working hours (hr/day)	**10**				
	NOx	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
TOTAL					
Off Road Equipment and Onsite Vehicle (Combustion) (tons/yr)	0.76	1.50	2.74E-03	4.51E-03	4.51E-03
Off Road Equipment and Onsite Vehicle (Combustion) (lbs/hr)	0.58	1.15	2.10E-03	3.46E-03	3.46E-03
Off Road Equipment and Onsite Vehicle (Combustion) (g/sec)	0.07	0.15	2.65E-04	4.36E-04	4.36E-04
Demolition and Onsite Vehicle (Fugitive Dust) (tons/yr)				5.92E-03	9.05E-04
Demolition and Onsite Vehicle (Fugitive Dust) (lbs/hr)				4.54E-03	6.94E-04
Demolition and Onsite Vehicle (Fugitive Dust) (g/sec)				5.72E-04	8.74E-05
Wind Erosion (Fugitive Dust) (tons/yr)				7.64E-03	3.05E-03
Wind Erosion (Fugitive Dust) (lbs/hr)[a]				1.74E-03	6.97E-04
Wind Erosion (Fugitive Dust) (g/sec)				2.20E-04	8.79E-05

[a] Wind Erosion fugitive dust emissions are assumed to occur 24 hrs/day.

[b] The emissions occur during the 3-month demolition period and are spread out to the whole year to quantify the annual average modeling impacts.

TABLE 4.1G-7
Demolition of the PRP – Greenhouse Gas Emission Calculations

GHG Emissions (MT, Total for 3-month Period)				
	CO_2	**CH_4**	**N_2O**	**CO_2e**
Onsite Off-Road Equipment and Onsite Vehicle	254.79	7.80E-02	0	256.74
Offsite Worker Travel	41.15	2.19E-03	0	41.21
Offsite Delivery Truck	2.28	2.00E-05	0	2.28
Offsite Haul Truck	2.39	2.00E-05	0	2.40
Total	300.62	0.08	0	302.63

TABLE 4.1G-8
Demolition of the PRP – Monthly and Annual Emission Calculations

Project Month		1	2	3
		ROG		
Onsite Off-Road Equipment	(tons/month)	0.0122	0.0175	0.0157
Onsite Vehicle	(tons/month)	5.78E-06	1.35E-05	8.72E-06
Onsite Off-Road + Onsite Vehicle	(tons/month)	0.01	0.02	0.02
Offsite Haul Truck	(tons/month)	0.00E+00	3.00E-04	2.40E-04
Offsite Delivery Truck	(tons/month)	2.30E-04	2.60E-04	0.00E+00
Offsite Worker Travel	(tons/month)	1.64E-03	3.55E-03	2.49E-03
Onsite Off-Road Equipment	3-month total (tons/year)			4.54E-02
Onsite Off-Road + Onsite Vehicle	3-month total (tons/year)			4.54E-02
Offsite Haul Truck	3-month total (tons/year)			5.40E-04
Offsite Delivery Truck	3-month total (tons/year)			4.90E-04
Offsite Worker Travel	3-month total (tons/year)			7.68E-03
		NOx		
Onsite Off-Road Equipment	(tons/month)	0.1983	0.2889	0.2717
Onsite Vehicle	(tons/month)	3.45E-05	9.39E-05	5.25E-05
Onsite Off-Road + Onsite Vehicle	(tons/month)	0.20	0.29	0.27
Offsite Haul Truck	(tons/month)	0.00E+00	5.28E-03	4.22E-03
Offsite Delivery Truck	(tons/month)	3.93E-03	4.52E-03	0.00E+00
Offsite Worker Travel	(tons/month)	4.69E-03	1.01E-02	7.09E-03
Onsite Off-Road Equipment	3-month total (tons/year)			7.59E-01
Onsite Off-Road + Onsite Vehicle	3-month total (tons/year)			7.59E-01
Offsite Haul Truck	3-month total (tons/year)			9.50E-03
Offsite Delivery Truck	3-month total (tons/year)			8.45E-03
Offsite Worker Travel	3-month total (tons/year)			2.19E-02
		CO		
Onsite Off-Road Equipment	(tons/month)	0.3971	0.5691	0.5357
Onsite Vehicle	(tons/month)	1.43E-04	3.21E-04	2.18E-04
Onsite Off-Road + Onsite Vehicle	(tons/month)	0.40	0.57	0.54
Offsite Haul Truck	(tons/month)	0.0000	0.0033	0.0026
Offsite Delivery Truck	(tons/month)	0.0022	0.0025	0.0000
Offsite Worker Travel	(tons/month)	0.0475	0.1024	0.0719
Onsite Off-Road Equipment	3-month total (tons/year)			1.50E+00
Onsite Off-Road + Onsite Vehicle	3-month total (tons/year)			1.50E+00
Offsite Haul Truck	3-month total (tons/year)			5.94E-03
Offsite Delivery Truck	3-month total (tons/year)			4.73E-03
Offsite Worker Travel	3-month total (tons/year)			2.22E-01
		SO2		
Onsite Off-Road Equipment	(tons/month)	7.40E-04	1.04E-03	9.60E-04
Onsite Vehicle	(tons/month)	3.85E-07	8.48E-07	5.73E-07
Onsite Off-Road + Onsite Vehicle	(tons/month)	7.40E-04	1.04E-03	9.61E-04
Offsite Haul Truck	(tons/month)	0.00E+00	1.00E-05	1.00E-05
Offsite Delivery Truck	(tons/month)	1.00E-05	1.00E-05	0.00E+00
Offsite Worker Travel	(tons/month)	1.20E-04	2.60E-04	1.80E-04
Onsite Off-Road Equipment	3-month total (tons/year)			2.74E-03
Onsite Off-Road + Onsite Vehicle	3-month total (tons/year)			2.74E-03
Offsite Haul Truck	3-month total (tons/year)			2.00E-05
Offsite Delivery Truck	3-month total (tons/year)			2.00E-05
Offsite Worker Travel	3-month total (tons/year)			5.60E-04

TABLE 4.1G-8 (CONT.)
Demolition of the PRP – Monthly and Annual Emission Calculations

Project Month		1	2	3
		PM10		
Onsite Off-Road Equipment	(tons/month)	1.21E-03	1.72E-03	1.58E-03
Onsite Vehicle	(tons/month)	6.05E-07	1.56E-06	7.99E-07
Onsite Off-Road + Onsite Vehicle	(tons/month)	0.00	0.00	0.00
Offsite Haul Truck	(tons/month)	0.00E+00	8.00E-05	6.00E-05
Offsite Delivery Truck	(tons/month)	7.00E-05	8.00E-05	0.00E+00
Offsite Worker Travel	(tons/month)	8.00E-05	1.80E-04	1.20E-04
Onsite Off-Road Equipment	3-month total (tons/year)			4.51E-03
Onsite Off-Road + Onsite Vehicle	3-month total (tons/year)			4.51E-03
Offsite Haul Truck	3-month total (tons/year)			1.40E-04
Offsite Delivery Truck	3-month total (tons/year)			1.50E-04
Offsite Worker Travel	3-month total (tons/year)			3.80E-04
Onsite Fugitive (Off-Road)	(tons/month)	1.93E-03	1.93E-03	1.93E-03
Onsite Fugitive (Onsite Vehicle)	(tons/month)	2.81E-05	6.16E-05	4.17E-05
Onsite Off-Road + Onsite Vehicle	(tons/month)	1.96E-03	1.99E-03	1.97E-03
Offsite Fugitive - Haul Truck	(tons/month)	0.00E+00	3.40E-04	2.70E-04
Offsite Fugitive - Delivery Truck	(tons/month)	3.50E-04	4.10E-04	0.00E+00
Offsite Fugitive - Worker Travel	(tons/month)	9.53E-03	2.06E-02	1.44E-02
Onsite Fugitive (Off-Road)	3-month total (tons/year)			5.79E-03
Onsite Fugitive - Off-Road + Onsite Veh	3-month total (tons/year)			5.92E-03
Offsite Fugitive - Haul Truck	3-month total (tons/year)			6.10E-04
Offsite Fugitive - Delivery Truck	3-month total (tons/year)			7.60E-04
Offsite Fugitive - Worker Travel	3-month total (tons/year)			4.45E-02
		PM2.5		
Onsite Off-Road Equipment	(tons/month)	1.21E-03	1.72E-03	1.58E-03
Onsite Vehicle	(tons/month)	5.50E-07	1.37E-06	7.71E-07
Onsite Off-Road + Onsite Vehicle	(tons/month)	1.21E-03	1.72E-03	1.58E-03
Offsite Haul Truck	(tons/month)	0.00E+00	7.00E-05	6.00E-05
Offsite Delivery Truck	(tons/month)	6.00E-05	7.00E-05	0.00E+00
Offsite Worker Travel	(tons/month)	8.00E-05	1.60E-04	1.10E-04
Onsite Off-Road Equipment	3-month total (tons/year)			4.51E-03
Onsite Off-Road + Onsite Vehicle	3-month total (tons/year)			4.51E-03
Offsite Haul Truck	3-month total (tons/year)			1.30E-04
Offsite Delivery Truck	3-month total (tons/year)			1.30E-04
Offsite Worker Travel	3-month total (tons/year)			3.50E-04
Onsite Fugitive (Off-Road)	(tons/month)	2.90E-04	2.90E-04	2.90E-04
Onsite Fugitive (Onsite Vehicle)	(tons/month)	7.51E-06	1.64E-05	1.12E-05
Onsite Off-Road + Onsite Vehicle	(tons/month)	2.98E-04	3.06E-04	3.01E-04
Offsite Fugitive - Haul Truck	(tons/month)	0.00E+00	9.00E-05	8.00E-05
Offsite Fugitive - Delivery Truck	(tons/month)	1.00E-04	1.20E-04	0.00E+00
Offsite Fugitive - Worker Travel	(tons/month)	2.53E-03	5.46E-03	3.83E-03
Onsite Fugitive (Off-Road)	3-month total (tons/year)			8.70E-04
Onsite Fugitive - Off-Road + Onsite Veh	3-month total (tons/year)			9.05E-04
Offsite Fugitive - Haul Truck	3-month total (tons/year)			1.70E-04
Offsite Fugitive - Delivery Truck	3-month total (tons/year)			2.20E-04
Offsite Fugitive - Worker Travel	3-month total (tons/year)			1.18E-02

TABLE 4.1G-8 (CONT.)
Demolition of the PRP – Monthly and Annual Emission Calculations

Project Month		1	2	3
		CO2		
Onsite Off-Road Equipment	(MT/month)	68.22	96.93	89.51
Onsite Vehicle	(MT/month)	3.01E-02	6.94E-02	4.50E-02
Onsite Off-Road + Onsite Vehicle	(MT/month)	68.25	97.00	89.55
Offsite Haul Truck	(MT/month)	0.00	1.33	1.06
Offsite Delivery Truck	(MT/month)	1.06	1.22	0.00
Offsite Worker Travel	(MT/month)	8.81	19.01	13.33
Onsite Off-Road Equipment	3-month total (MT/year)			2.55E+02
Onsite Off-Road + Onsite Vehicle	3-month total (MT/year)			2.55E+02
Offsite Haul Truck	3-month total (MT/year)			2.39E+00
Offsite Delivery Truck	3-month total (MT/year)			2.28E+00
Offsite Worker Travel	3-month total (MT/year)			4.12E+01
		CH4		
Onsite Off-Road Equipment	(MT/month)	2.09E-02	2.97E-02	2.74E-02
Onsite Vehicle	(MT/month)	1.35E-06	2.91E-06	2.03E-06
Onsite Off-Road + Onsite Vehicle	(MT/month)	0.02	0.03	0.03
Offsite Haul Truck	(MT/month)	0.00E+00	1.00E-05	1.00E-05
Offsite Delivery Truck	(MT/month)	1.00E-05	1.00E-05	0.00E+00
Offsite Worker Travel	(MT/month)	4.70E-04	1.01E-03	7.10E-04
Onsite Off-Road Equipment	3-month total (MT/year)			7.80E-02
Onsite Off-Road + Onsite Vehicle	3-month total (MT/year)			7.80E-02
Offsite Haul Truck	3-month total (MT/year)			2.00E-05
Offsite Delivery Truck	3-month total (MT/year)			2.00E-05
Offsite Worker Travel	3-month total (MT/year)			2.19E-03
		N2O		
Onsite Off-Road Equipment	(MT/month)	0	0	0
Onsite Vehicle	(MT/month)	0	0	0
Onsite Off-Road + Onsite Vehicle	(MT/month)	0	0	0
Offsite Haul Truck	(MT/month)	0	0	0
Offsite Delivery Truck	(MT/month)	0	0	0
Offsite Worker Travel	(MT/month)	0	0	0
Onsite Off-Road Equipment	3-month total (MT/year)			0.00E+00
Onsite Off-Road + Onsite Vehicle	3-month total (MT/year)			0.00E+00
Offsite Haul Truck	3-month total (MT/year)			0.00E+00
Offsite Delivery Truck	3-month total (MT/year)			0.00E+00
Offsite Worker Travel	3-month total (MT/year)			0.00E+00
		CO2e		
Onsite Off-Road Equipment	(MT/month)	68.74	97.67	90.19
Onsite Vehicle	(MT/month)	0.030	0.069	0.045
Onsite Off-Road + Onsite Vehicle	(MT/month)	68.77	97.74	90.24
Offsite Haul Truck	(MT/month)	0.00	1.33	1.06
Offsite Delivery Truck	(MT/month)	1.06	1.22	0.00
Offsite Worker Travel	(MT/month)	8.83	19.03	13.35
Onsite Off-Road Equipment	12-month rolling total (MT/year)			90.19
Onsite Off-Road + Onsite Vehicle	12-month rolling total (MT/year)			90.24
Offsite Haul Truck	12-month rolling total (MT/year)			1.06
Offsite Delivery Truck	12-month rolling total (MT/year)			0.00
Offsite Worker Travel	12-month rolling total (MT/year)			13.35

TABLE 4.1G-9
Demolition of the PRP – Summer (Peak) Daily Emissions

Project Month		1	2	3
		ROG		
Onsite Off-Road Equipment	(lb/day)	1.2203	1.5242	1.4265
Onsite Vehicle	(lb/day)	0.0006	0.0012	0.0008
Onsite Off-Road + Onsite Vehicle	(lb/day)	1.2209	1.5254	1.4273
Offsite Haul Truck	(lb/day)	0.0000	0.0254	0.0213
Offsite Delivery Truck	(lb/day)	0.0221	0.0221	0.0000
Offsite Worker Travel	(lb/day)	0.1697	0.3181	0.2333
		NOx		
Onsite Off-Road Equipment	(lb/day)	19.8295	25.1236	24.6974
Onsite Vehicle	(lb/day)	0.0032	0.0076	0.0044
Onsite Off-Road + Onsite Vehicle	(lb/day)	19.8327	25.1312	24.7018
Offsite Haul Truck	(lb/day)	0.0000	0.4351	0.3639
Offsite Delivery Truck	(lb/day)	0.3721	0.3721	0.0000
Offsite Worker Travel	(lb/day)	0.4104	0.7695	0.5643
		CO		
Onsite Off-Road Equipment	(lb/day)	39.7122	49.4906	48.6969
Onsite Vehicle	(lb/day)	0.0151	0.0294	0.0209
Onsite Off-Road + Onsite Vehicle	(lb/day)	39.7273	49.5200	48.7178
Offsite Haul Truck	(lb/day)	0.0000	0.2602	0.2176
Offsite Delivery Truck	(lb/day)	0.2035	0.2035	0.0000
Offsite Worker Travel	(lb/day)	5.0852	9.5348	6.9922
		SO2		
Onsite Off-Road Equipment	(lb/day)	0.0735	0.0908	0.0877
Onsite Vehicle	(lb/day)	0.0000	0.0001	0.0001
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.0735	0.0909	0.0878
Offsite Haul Truck	(lb/day)	0.0000	0.0013	0.0011
Offsite Delivery Truck	(lb/day)	0.0012	0.0012	0.0000
Offsite Worker Travel	(lb/day)	0.0125	0.0234	0.0171
		PM10		
Onsite Off-Road Equipment	(lb/day)	0.1208	0.1492	0.1440
Onsite Vehicle	(lb/day)	0.0001	0.0001	0.0001
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.1209	0.1493	0.1441
Offsite Haul Truck	(lb/day)	0.0000	0.0066	0.0055
Offsite Delivery Truck	(lb/day)	0.0068	0.0068	0.0000
Offsite Worker Travel	(lb/day)	0.0082	0.0154	0.0113
Onsite Fugitive (Off-Road)	(lb/day)	0.1935	0.1683	0.1759
Onsite Fugitive (Onsite Vehicle)	(lb/day)	0.0029	0.0055	0.0039
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.1964	0.1738	0.1798
Offsite Fugitive - Haul Truck	(lb/day)	0.0000	0.0303	0.0253
Offsite Fugitive - Delivery Truck	(lb/day)	0.0361	0.0361	0.0000
Offsite Fugitive - Worker Travel	(lb/day)	0.9726	1.8236	1.3373

TABLE 4.1G-9 (CONT.)
Demolition of the PRP – Summer (Peak) Daily Emissions

Project Month		1	2	3
		PM2.5		
Onsite Off-Road Equipment	(lb/day)	0.1208	0.1492	0.1440
Onsite Vehicle	(lb/day)	0.0001	0.0001	0.0001
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.1209	0.1493	0.1441
Offsite Haul Truck	(lb/day)	0.0000	0.0060	0.0051
Offsite Delivery Truck	(lb/day)	0.0063	0.0063	0.0000
Offsite Worker Travel	(lb/day)	0.0076	0.0142	0.0104
Onsite Fugitive (Off-Road)	(lb/day)	0.0293	0.0255	0.0266
Onsite Fugitive (Onsite Vehicle)	(lb/day)	0.0008	0.0015	0.0010
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.0301	0.0270	0.0276
Offsite Fugitive - Haul Truck	(lb/day)	0.0000	0.0083	0.0069
Offsite Fugitive - Delivery Truck	(lb/day)	0.0103	0.0103	0.0000
Offsite Fugitive - Worker Travel	(lb/day)	0.2578	0.4835	0.3545
		CO2		
Onsite Off-Road Equipment	(lb/day)	7519.49	9290.80	8969.46
Onsite Vehicle	(lb/day)	3.43	6.87	4.67
Onsite Off-Road + Onsite Vehicle	(lb/day)	7522.92	9297.67	8974.12
Offsite Haul Truck	(lb/day)	0.00	127.61	106.73
Offsite Delivery Truck	(lb/day)	117.18	117.18	0.00
Offsite Worker Travel	(lb/day)	1013.63	1900.55	1393.74
		CH4		
Onsite Off-Road Equipment	(lb/day)	2.3040	2.8467	2.7482
Onsite Vehicle	(lb/day)	0.0001	0.0003	0.0002
Onsite Off-Road + Onsite Vehicle	(lb/day)	2.3041	2.8470	2.7484
Offsite Haul Truck	(lb/day)	0.0000	0.0009	0.0008
Offsite Delivery Truck	(lb/day)	0.0007	0.0007	0.0000
Offsite Worker Travel	(lb/day)	0.0516	0.0968	0.0710
		N2O		
Onsite Off-Road Equipment	(lb/day)	0.0000	0.0000	0.0000
Onsite Vehicle	(lb/day)	0.0000	0.0000	0.0000
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.0000	0.0000	0.0000
Offsite Haul Truck	(lb/day)	0.0000	0.0000	0.0000
Offsite Delivery Truck	(lb/day)	0.0000	0.0000	0.0000
Offsite Worker Travel	(lb/day)	0.0000	0.0000	0.0000
		CO2e		
Onsite Off-Road Equipment	(lb/day)	7,577.09	9,361.97	9,038.16
Onsite Vehicle	(lb/day)	3.44	6.87	4.67
Onsite Off-Road + Onsite Vehicle	(lb/day)	7,580.52	9,368.84	9,042.83
Offsite Haul Truck	(lb/day)	0.00	127.63	106.75
Offsite Delivery Truck	(lb/day)	117.20	117.20	0.00
Offsite Worker Travel	(lb/day)	1,014.92	1,902.97	1,395.51

TABLE 4.1G-10
Demolition of the PRP – Winter (Peak) Daily Emissions

Project Month		1	2	3
		ROG		
Onsite Off-Road Equipment	(lb/day)	1.2203	1.5242	1.4265
Onsite Vehicle	(lb/day)	0.0006	0.0012	0.0008
Onsite Off-Road + Onsite Vehicle	(lb/day)	1.2209	1.5254	1.4273
Offsite Haul Truck	(lb/day)	0.0000	0.0264	0.0221
Offsite Delivery Truck	(lb/day)	0.0229	0.0229	0.0000
Offsite Worker Travel	(lb/day)	0.1669	0.3129	0.2294
		NOx		
Onsite Off-Road Equipment	(lb/day)	19.8295	25.1236	24.6974
Onsite Vehicle	(lb/day)	0.0034	0.0080	0.0047
Onsite Off-Road + Onsite Vehicle	(lb/day)	19.8329	25.1316	24.7021
Offsite Haul Truck	(lb/day)	0.0000	0.4511	0.3772
Offsite Delivery Truck	(lb/day)	0.3860	0.3860	0.0000
Offsite Worker Travel	(lb/day)	0.4556	0.8542	0.6264
		CO		
Onsite Off-Road Equipment	(lb/day)	39.7122	49.4906	48.6969
Onsite Vehicle	(lb/day)	0.0139	0.0273	0.0194
Onsite Off-Road + Onsite Vehicle	(lb/day)	39.7261	49.5179	48.7163
Offsite Haul Truck	(lb/day)	0.0000	0.2943	0.2462
Offsite Delivery Truck	(lb/day)	0.2245	0.2245	0.0000
Offsite Worker Travel	(lb/day)	4.6175	8.6577	6.3490
		SO2		
Onsite Off-Road Equipment	(lb/day)	0.0735	0.0908	0.0877
Onsite Vehicle	(lb/day)	0.0000	0.0001	0.0001
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.0735	0.0909	0.0878
Offsite Haul Truck	(lb/day)	0.0000	0.0013	0.0011
Offsite Delivery Truck	(lb/day)	0.0012	0.0012	0.0000
Offsite Worker Travel	(lb/day)	0.0117	0.0220	0.0161
		PM10		
Onsite Off-Road Equipment	(lb/day)	0.1208	0.1492	0.1440
Onsite Vehicle	(lb/day)	0.0001	0.0001	0.0001
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.1209	0.1493	0.1441
Offsite Haul Truck	(lb/day)	0.0000	0.0066	0.0055
Offsite Delivery Truck	(lb/day)	0.0068	0.0068	0.0000
Offsite Worker Travel	(lb/day)	0.0082	0.0154	0.0113
Onsite Fugitive (Off-Road)	(lb/day)	0.1935	0.1683	0.1759
Onsite Fugitive (Onsite Vehicle)	(lb/day)	0.0029	0.0055	0.0039
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.1964	0.1738	0.1798
Offsite Fugitive - Haul Truck	(lb/day)	0.0000	0.0303	0.0253
Offsite Fugitive - Delivery Truck	(lb/day)	0.0361	0.0361	0.0000
Offsite Fugitive - Worker Travel	(lb/day)	0.9726	1.8236	1.3373

TABLE 4.1G-10 (CONT.)
Demolition of the PRP – Winter (Peak) Daily Emissions

Project Month		1	2	3
		PM2.5		
Onsite Off-Road Equipment	(lb/day)	0.1208	0.1492	0.1440
Onsite Vehicle	(lb/day)	0.0001	0.0001	0.0001
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.1209	0.1493	0.1441
Offsite Haul Truck	(lb/day)	0.0000	0.0061	0.0051
Offsite Delivery Truck	(lb/day)	0.0063	0.0063	0.0000
Offsite Worker Travel	(lb/day)	0.0076	0.0142	0.0104
Onsite Fugitive (Off-Road)	(lb/day)	0.0293	0.0255	0.0266
Onsite Fugitive (Onsite Vehicle)	(lb/day)	0.0008	0.0015	0.0010
Onsite Off-Road + Onsite Vehicle	(lb/day)	0.0301	0.0270	0.0276
Offsite Fugitive - Haul Truck	(lb/day)	0.0000	0.0083	0.0069
Offsite Fugitive - Delivery Truck	(lb/day)	0.0103	0.0103	0.0000
Offsite Fugitive - Worker Travel	(lb/day)	0.2578	0.4835	0.3545
		CO2		
Onsite Off-Road Equipment	(lb/day)	7519.49	9290.80	8969.46
Onsite Vehicle	(lb/day)	3.27	6.57	4.45
Onsite Off-Road + Onsite Vehicle	(lb/day)	7522.76	9297.37	8973.90
Offsite Haul Truck	(lb/day)	0.00	127.42	106.57
Offsite Delivery Truck	(lb/day)	117.00	117.00	0.00
Offsite Worker Travel	(lb/day)	956.05	1792.59	1314.57
		CH4		
Onsite Off-Road Equipment	(lb/day)	2.3040	2.8467	2.7482
Onsite Vehicle	(lb/day)	1.46E-04	2.78E-04	2.01E-04
Onsite Off-Road + Onsite Vehicle	(lb/day)	2.30	2.85	2.75
Offsite Haul Truck	(lb/day)	0.0000	0.0009	0.0008
Offsite Delivery Truck	(lb/day)	0.0008	0.0008	0.0000
Offsite Worker Travel	(lb/day)	0.0516	0.0968	0.0710
		N2O		
Onsite Off-Road Equipment	(lb/day)	0	0	0
Onsite Vehicle	(lb/day)	0	0	0
Onsite Off-Road + Onsite Vehicle	(lb/day)	0	0	0
Offsite Haul Truck	(lb/day)	0	0	0
Offsite Delivery Truck	(lb/day)	0	0	0
Offsite Worker Travel	(lb/day)	0	0	0
		CO2e		
Onsite Off-Road Equipment	(lb/day)	7,577.09	9,361.97	9,038.16
Onsite Vehicle	(lb/day)	3.276	6.576	4.453
Onsite Off-Road + Onsite Vehicle	(lb/day)	7,580.36	9,368.54	9,042.61
Offsite Haul Truck	(lb/day)	0.00	127.45	106.59
Offsite Delivery Truck	(lb/day)	117.02	117.02	0.00
Offsite Worker Travel	(lb/day)	957.34	1,795.01	1,316.34

TABLE 4.1G-11
Demolition of the PRP – CalEEMod Input Data

Project Name	Pomona Repower Project	
District	Los Angeles County - South Coast	
Wind Speed	2.2	m/s
Precipitation Frequency	33	days/year
Climate Zone	9	
Urbanization Level	Urban	
Expected Operational Year	2019	
Utility Company	Southern California Edison	
CO2 Intensity Factor	630.89	
CH4 Intensity Factor	0.029	
N2O Intensity Factor	0.006	

CalEEMod Phase Name	Phase Type	Start Date	End Date	# day/Week	Number of Days	Month
Demolition 1	Demolition	4/1/2017	4/30/2017	5	20	1
Demolition 2	Demolition	5/1/2017	5/31/2017	5	23	2
Demolition 3	Demolition	6/1/2017	6/30/2017	5	22	3

TABLE 4.1G-12
Demolition of the PRP – CalEEMod Equipment Schedule Input

Demolition Equipment	**HP**	**CalEEMod Equip Type**	**1**	**2**	**3**
(Draft language in Section 2.2)					
40-ton rubber-tired cranes	250	Cranes	0	1	1
Excavators with shear attachments	242	Excavators	1	1	1
Forklift	94	Forklifts	1	1	1
Pickup Truck	175	Off-Highway Trucks	1	2	1
Fuel/Lube truck	175	Off-Highway Trucks	1	1	1
Water Truck	175	Off-Highway Trucks	1	1	1
Dump Truck (10 wheeler)	365	Off-Highway Trucks	1	1	1
Truck tractor driven end-dumps	365	Off-Highway Trucks	1	1	1
Bulldozers	148	Rubber Tired Dozers	0	0	1
Front-end loaders	270	Rubber Tired Loaders	1	1	1
Backhoes	60	Tractors/Loaders/Backhoes	0	1	0
TOTAL			**8**	**11**	**10**

TABLE 4.1G-13
Demolition of the PRP – CalEEMod Vehicle Trips Input

Project Month	**1**	**2**	**3**
Workers			
Craft			
Laborers	12	27	19
Operating Engineers	1	1	1
Staff			
Administrators	1	1	1
Engineering Supervisor	1	0	0
Health and Safety Engineer	1	1	1
Total Number of Workers	16	30	22
Worker Trips (trips/day), Round Trip	**16**	**30**	**22**
Worker Trips Length (miles), Round Trip	80.0	80.0	80.0
Worker Trips, Percent Paved (%)	100%	100%	100%

Delivery Trucks			
Equipment Services	1	2	1
Oxygen & Propane	1	2	
Diesel Fuel	2	6	1
Drinking Water	1	1	1
First Aid Supplies	1		
Small Tools & Supplies	2	2	1
Monthly Delivery Trucks (One way)	16	26	8
Daily Delivery Trucks (One way)	1	1	0
Delivery Truck Trips Length (One way)	40.0	40.0	40.0
Delivery Truck Trips, Percent Paved (%)	100%	100%	100%

Haul Trucks			
Monthly Hauling Trucks (One way)	0	25	20
Haul Truck Trip Length (miles, one way)	32	32	32
Haul Truck Trips, Percent Paved (%)	100%	100%	100%