Appendix I
Additional Air Quality Data

Further information on air quality and emissions for the Producers Dairy Cheese Plant Project (Project) is supplied below in the interest of additional disclosure.

Project Emissions

Using air emissions information from the California Environmental Protection Agency - Air Resources Control Board Emission Factors 2014 Web Database (EMFAC Database), Project emissions are analyzed below in consultation with the San Joaquin Valley Air Pollution Control District (SJVAPCD). Emissions are calculated using EMFAC Database statistics for a Heavy-Heavy Duty Diesel Tractor Truck (T7 Tractor), as defined in Appendix 4 of the EMFAC 2014 User's Guide. Producers Dairy currently uses 2008 Ottawa truck yard dogs to move much of its trailers to and from the Project site. Not all engines used by Producers Dairy for the Project are T7 Tractors; however, T7 Tractor engines represent the most conservative approach to emission calculations. Additionally, emissions are calculated assuming a fleet of T7 Tractor truck models from the last 15 years (Model Years 2004 – 2018) to use a more conservative approach. The speed limit on E. Belmont Avenue is 30 miles per hour (mph). The Producers trucks may not reach the top speed of 30 mph in the 0.15 miles between the Operations site at 250 N. Palm Avenue and the Project site entrance on N. Roosevelt Avenue (450 E. Belmont Avenue). Additionally, T7 Tractors produce fewer emissions at higher speeds (**Attachment A** and **Attachment B**). Therefore, emissions are calculated on truck speeds from 5 to 15 mph, which is a more conservative approach than assuming truck speeds ranging from 5 to 30 mph.

EMFAC 2014 uses historical fuel sales to estimate vehicle miles traveled (VMT) as its default activity to facilitate fuel-based inventory analyses. VMT is calculated for T7 Tractors with Model Years 2004-2018 travelling within the San Joaquin Air Basin as of 2017 at speeds of 5-15 mph with data obtained from EMFAC 2014. The average VMT for Model Years 2004-2018 is demonstrated in **Table 1**. Running Exhaust Emissions (RUNEX) are emissions "that come out of the vehicle tailpipe while traveling on the road" (See EMFAC 2014 §2.2). RUNEX are shown for each pollutant in tons per year. RUNEX is calculated for T7 Tractors with Model Years 2004-2018 travelling as of 2017 at speeds of 5-15 MPH with data obtained from EMFAC 2014. RUNEX are shown for all T7 tractors within the SJVAPCD as of 2017 in **Table 1**. Pollutants analyzed include Reactive Organic Gasses (ROG), Total Organic Gases (TOG), Carbon Monoxide (CO), Nitrogen Oxides (NOx), Carbon dioxide (CO2), Total suspended particles for particulate matter 10 microns or less in diameter (PM 10), and Particulate matter 2.5 microns or less in diameter (PM 2.5) (See EMFAC 2014 §2.2, Pg. 9). SOx is not provided by the EMFAC 2014 Database due to low SOx emissions in Diesel engines (SJVAPCD Direction, May 23, 2017).

Per SJVAPCD, any construction related emissions that occur within 1 year do not require analysis in a health risk screening (SJVAPCD Direction, May 2, 2017).

Attachment A presents raw air emissions data as obtained directly the EMFAC Database.

Table 1 presents in tons/year the aggregated RUNEX for each pollutant for T7 Tractor diesel engines from model years 2004- 2018 for all T7 Tractor diesel engines within the SJVAPCD. For example, ROG RUNEX in **Table 1** is the average of all ROG RUNEX emissions in **Attachment A**.

Table 1 - Average Annual VMT and Pollutant RUNEX Model Years 2004-2018 for 5-15 mph as of 2017 (Emissions in Tons/Year)

VMT	ROG RUNEX	TOG RUNEX	CO RUNEX	NOx RUNEX	CO2 RUNEX	PM 10 RUNEX	PM 2.5 RUNEX
2.23E+03	2.33E-03	2.65E-03	8.10E-03	3.53E-02	6.71E+00	1.20E-04	1.15E-04

The RUNEX for each pollutant is divided by the VMT for T7 Tractor diesel engines from model years 2004-2018 in **Table 1** to ascertain the RUNEX for each pollutant in tons per mile. The results of the calculations are demonstrated in **Table 2**.

Table 2 – 5-15 mph Running Emissions (Tons/Mile)

ROG	TOG	CO	NOX	CO2	PM 10	PM 2.5
1.04E-06	1.19E-06	3.63E-06	1.58E-05	3.01E-03	5.37E-08	5.14E-08

Annual idling emissions are calculated per SJVAPCD, assuming 15 minutes of on-site idling per truck per round-trip (SJVAPCD Direction, May 8 and 19, 2017). A single truck round-trip is defined as a truck arriving and departing the Project site. Idling emissions are obtained from the 5 mph emission factors from the EMFAC Database, as shown in **Table 3**.

Table 3 - Average Annual VMT and Pollutant RUNEX Model Years 2004-2018 for 5 mph as of 2017 (Emissions in Tons/Year)

VMT	ROG RUNEX	TOG RUNEX	CO RUNEX	NOx RUNEX	CO2 RUNEX	PM 10 RUNEX	PM 2.5 RUNEX
6.97E+02	1.05E-03	1.19E-03	3.58E-03	1.50E-02	2.52E+00	4.35E-05	4.17E-05

Truck idling emissions per mile are calculated by dividing the 5 mph RUNEX for each pollutant by the average VMT in **Table 3** to ascertain the 5 mph emissions factor in tons/mile. The results of the calculations are demonstrated in **Table 4**.

Table 4 – 5 mph Running Emissions (Tons/Mile)

ROG	TOG	CO	NOX	CO2	PM10	PM2.5
1.50E-06	1.71E-06	5.14E-06	2.15E-05	3.62E-03	6.25E-08	5.98E-08

Per SJVAPCD, daily truck idling emissions are calculated by applying a factor of 0.2 to reach the Idle Exhaust Emissions (IDLEX) per hour for each truck (SJVAPCD Direction, May 19, 2017). We apply a factor of 0.25 to the IDLEX Per Hour Per Truck (tons) to arrive at the Daily IDLEX per truck round-trip (RT). Results are

multiplied by 2,000 to calculate Daily IDLEX per truck in pounds for each pollutant. The results of the calculations are demonstrated in **Table 5**.

Table 5 – Daily Idling Emissions (lbs.)

Pollutant	5 mph RUNEX (Tons/Mile)	IDLEX Per Hour Per Truck (Tons)	Idling Time Per Truck Per Round Trip (Hours)	Daily IDLEX Per Truck (Tons)	Daily IDLEX Per Truck (lbs.)
ROG	1.50E-06	3.00E-07	0.25	7.51E-08	1.50E-04
TOG	1.71E-06	3.42E-07	0.25	8.55E-08	1.71E-04
CO	5.14E-06	1.03E-06	0.25	2.57E-07	5.14E-04
NOx	2.15E-05	4.30E-06	0.25	1.08E-06	2.15E-03
CO2	3.62E-03	7.24E-04	0.25	1.81E-04	3.62E-01
PM 10	6.25E-08	1.25E-08	0.25	3.12E-09	6.25E-06
PM 2.5	5.98E-08	1.20E-08	0.25	2.99E-09	5.98E-06

Current Annual IDLEX is the resultant of the daily IDLEX per truck, Current RT per Day (50 round trips), and Operational Days/Year. Current Annual IDLEX for each Pollutant is demonstrated in **Table 6**.

Table 6 – Current Annual IDLEX (lbs.)

Pollutant	Daily IDLEX Per Truck (lbs.)	Current Truck RT/Day	Operational Days/Year	Current Annual IDLEX (lbs.)
ROG	1.50E-04	50	365	2.74
TOG	1.71E-04	50	365	3.12
CO	5.14E-04	50	365	9.38
NOx	2.15E-03	50	365	39.28
CO2	3.62E-01	50	365	6,605
PM 10	6.25E-06	50	365	0.11
PM 2.5	5.98E-06	50	365	0.11

The proposed Project annual IDLEX is calculated the same as **Table 6**, except for substituting the proposed number of RT /Day (70 round trips) for Current Truck RT/Day. Proposed Annual IDLEX for each Pollutant is shown in **Table 7**.

Table 7 – Proposed Project Annual Idling Emissions (lbs.)

Pollutant	Daily IDLEX Per Truck (lbs.)	Proposed Truck RT/Day	Operational Days/Year	Proposed Annual IDLEX (lbs.)
ROG	1.50E-04	70	365	3.84
TOG	1.71E-04	70	365	4.37
CO	5.14E-04	70	365	13.14
NOx	2.15E-03	70	365	54.99
CO2	3.62E-01	70	365	9,247
PM 10	6.25E-06	70	365	0.16
PM 2.5	5.98E-06	70	365	0.15

The current annual project emissions are calculated by multiplying the RUNEX per mile by the distance traveled per truck on-site and within 0.25 miles of the project site. As per SJVAPCD direction, a diameter of 300 meters of the site is utilized to analyze Project impacts to sensitive receptors (SJVAPCD Direction, May 2, 2017). The distance of 0 to 300 meters is the most stringent scale within the SJVAPCD Prioritization Calculator. Current site emissions are calculated by furthering the radius to incorporate 0.25 miles (~400 meters) of the project site to arrive at a more conservative approach. Individual RT Distance within 0.25 miles of the site is 0.63 miles. The RUNEX per truck RT is calculated with RUNEX and Route Distance. The Current Number of RT/Day (50) is used to calculate the Current Daily RUNEX, projected annually to determine the Current Annual RUNEX. Current Annual RUNEX and Current Annual IDLEX (**Table 6**) are converted to current annual RUNEX in pounds. The sum of the Current Annual RUNEX and the Current Annual IDLEX demonstrate current annual project site emissions. Current Annual Project Emissions are shown in **Table 8**.

Table 8 – Current Project Site Emissions in Pounds (50 round-trips/day)

Pollutant	RUNEX (tons/Mile)	Route Distance (mi) (Within 0.25 miles of Project)	RUNEX Per Truck Trip (tons/Day)	Current Round-Trips/Day	Current Daily RUNEX (tons)	Current Annual RUNEX (tons)	Current Annual RUNEX (lbs.)	Current Annual IDLEX (lbs.)	Current Annual Project Emissions (lbs.)
ROG	1.04E-06	0.63	6.57E-07	50	3.29E-05	1.20E-02	23.98	2.74	**26.73**
TOG	1.19E-06	0.63	7.48E-07	50	3.74E-05	1.37E-02	27.30	3.12	**30.43**
CO	3.63E-06	0.63	2.29E-06	50	1.14E-04	4.17E-02	83.45	9.38	**92.84**
NOx	1.58E-05	0.63	9.97E-06	50	4.99E-04	1.82E-01	364	39.28	**403**
CO2	3.01E-03	0.63	1.89E-03	50	9.47E-02	3.46E+01	69,132	6,605.14	**75,737**
PM 10	5.37E-08	0.63	3.38E-08	50	1.69E-06	6.18E-04	1.24	0.11	**1.35**
PM 2.5	5.14E-08	0.63	3.24E-08	50	1.62E-06	5.91E-04	1.18	0.11	**1.29**

Table 9 presents proposed project site emissions for 70 RT per day for T7 Tractor diesel engines. All other factors in the calculations are the same as **Table 8**.

Table 9 - Proposed Project Emissions in Pounds (70 round-trips/day)

Pollutant	RUNEX (tons/mile)	Route Distance (mi) (Within 0.25 miles of Project)	RUNEX Per Truck Trip (tons/day)	Proposed Round-Trips/Day	Proposed Daily RUNEX (tons)	Proposed Annual RUNEX (tons)	Proposed Annual RUNEX (lbs.)	Proposed Annual IDLEX (lbs.)	Proposed Annual Project Emissions (lbs.)
ROG	1.04E-06	0.63	6.57E-07	70	4.60E-05	1.68E-02	33.58	3.84	**37.42**
TOG	1.19E-06	0.63	7.48E-07	70	5.24E-05	1.91E-02	38.23	4.37	**42.60**
CO	3.63E-06	0.63	2.29E-06	70	1.60E-04	5.84E-02	116.83	13.14	**129.97**
NOx	1.58E-05	0.63	9.97E-06	70	6.98E-04	2.55E-01	509	54.99	**564**
CO2	3.01E-03	0.63	1.89E-03	70	1.33E-01	4.84E+01	96,784	9,247.20	**106,032**
PM 10	5.37E-08	0.63	3.38E-08	70	2.37E-06	8.65E-04	1.73	0.16	**1.89**
PM 2.5	5.14E-08	0.63	3.24E-08	70	2.27E-06	8.27E-04	1.65	0.15	**1.81**

Sensitive Receptors Screening

Table 5 of the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) sets the Air Quality Thresholds of Significance for Toxic Air Contaminants for Carcinogens for Maximally Exposed Individual risk equals or exceeds 10 in one million. Use of the SJVAPCD Prioritization Calculator for Sensitive Receptors, and consultation with the SJVAPCD, determined the threshold for 10 in one million for diesel engine exhaust, particulate matter (PM) at 4.3 lbs. (SJVAPCD Direction, May 2, 2017). The PM_{10} annual project emissions are 1.88 lbs., and the $PM_{2.5}$ annual project emissions are 1.80 lbs. (**Table 9**). The PM_{10} and $PM_{2.5}$ annual emissions are therefore below the 4.3 lbs. threshold.

Ambient Air Quality Screening

Per the SJVAPCD Ambient Air Quality (AAQ) Analysis Project Daily Emissions Assessment, the SJVAPCD sets the AAQ Threshold of any criteria pollutant at 100 pounds per day. All criteria pollutants as defined by the SJVAPCD Air Quality Thresholds of Significance – Criteria Pollutants (ROG, CO, NOx, PM_{10}, $PM_{2.5}$, and SOx) are below the SJVAPCD AAQ Threshold (**Table 10**). TOG and CO2 are not included in **Table 10** because they are not defined as criteria pollutants by the SJVAPCD.

Table 10 – AAQ Threshold for Criteria Pollutant Emissions Per Day

Pollutant	Daily Project Emissions (lbs.)	AAQ Threshold (lbs.)
ROG	0.10251	100
CO	0.35608	100
NOx	1.54651	100
PM 10	0.00518	100
PM 2.5	0.00495	100
SOx	Negligible	100

References

California Environmental Protection Agency Air Resources Board, EMFAC2014 User's Guide, December 30, 2014, https://www.arb.ca.gov/msei/emfac2014_users_guide.pdf

California Environmental Protection Agency Air Resources Board, EMFAC2014 Web Database, https://www.arb.ca.gov/emfac/2014/

San Joaquin Valley Air Pollution Control District, Air Quality Thresholds of Significance – Criteria Pollutants, July 2014, http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf

San Joaquin Valley Air Pollution Control District, Ambient Air Quality Analysis Project Daily Emissions Assessment, May 31, 2013, http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI_AAQA_05-24-2013.pdf

San Joaquin Valley Air Pollution Control District, Guidance for Assessing and Mitigating Air Quality Impacts, March 19, 2015, http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf

San Joaquin Valley Air Pollution Control District, Prioritization Calculator, http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS

San Joaquin Valley Air Pollution Control District, Small Project Analysis Level, June 2012, http://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf

Attachment A: EMFAC 2014 Data, 5-15 mph, T7 Tractor, Model Year 2004-2018

Region	CalYr	VehClass	MdlYr	Speed	Fuel	VMT	ROG RUNEX	TOG RUNEX	CO RUNEX	NOx RUNEX	CO2 RUNEX	PM10 RUNEX	PM2.5 RUNEX
SJVUAPCD	2017	T7 tractor	2004	5	DSL	6.49E+00	2.83E-05	3.23E-05	4.48E-05	2.61E-04	2.60E-02	1.82E-06	1.74E-06
SJVUAPCD	2017	T7 tractor	2004	10	DSL	2.47E+01	8.12E-05	9.25E-05	1.34E-04	8.58E-04	8.99E-02	6.65E-06	6.36E-06
SJVUAPCD	2017	T7 tractor	2004	15	DSL	3.11E+01	5.19E-05	5.91E-05	9.75E-05	8.13E-04	9.28E-02	7.63E-06	7.30E-06
SJVUAPCD	2017	T7 tractor	2005	5	DSL	8.11E+01	3.58E-04	4.07E-04	5.66E-04	3.26E-03	3.25E-01	2.30E-05	2.20E-05
SJVUAPCD	2017	T7 tractor	2005	10	DSL	3.09E+02	1.02E-03	1.17E-03	1.69E-03	1.07E-02	1.12E+00	8.39E-05	8.03E-05
SJVUAPCD	2017	T7 tractor	2005	15	DSL	3.89E+02	6.55E-04	7.46E-04	1.23E-03	1.02E-02	1.16E+00	9.63E-05	9.21E-05
SJVUAPCD	2017	T7 tractor	2006	5	DSL	1.36E+02	6.02E-04	6.85E-04	9.53E-04	5.45E-03	5.43E-01	3.88E-05	3.71E-05
SJVUAPCD	2017	T7 tractor	2006	10	DSL	5.18E+02	1.72E-03	1.96E-03	2.84E-03	1.80E-02	1.88E+00	1.41E-04	1.35E-04
SJVUAPCD	2017	T7 tractor	2006	15	DSL	6.51E+02	1.10E-03	1.25E-03	2.07E-03	1.70E-02	1.94E+00	1.62E-04	1.55E-04
SJVUAPCD	2017	T7 tractor	2007	5	DSL	2.63E+02	7.67E-04	8.74E-04	1.24E-03	9.40E-03	1.05E+00	5.89E-05	5.63E-05
SJVUAPCD	2017	T7 tractor	2007	10	DSL	1.00E+03	2.22E-03	2.53E-03	3.72E-03	3.09E-02	3.63E+00	2.11E-04	2.02E-04
SJVUAPCD	2017	T7 tractor	2007	15	DSL	1.26E+03	1.49E-03	1.69E-03	2.81E-03	2.97E-02	3.78E+00	2.39E-04	2.29E-04
SJVUAPCD	2017	T7 tractor	2008	5	DSL	2.59E+03	7.38E-03	8.40E-03	1.96E-02	7.02E-02	1.02E+01	3.53E-04	3.38E-04
SJVUAPCD	2017	T7 tractor	2008	10	DSL	9.87E+03	2.27E-02	2.58E-02	6.05E-02	2.31E-01	3.47E+01	1.21E-03	1.16E-03
SJVUAPCD	2017	T7 tractor	2008	15	DSL	1.24E+04	1.98E-02	2.25E-02	5.32E-02	2.32E-01	3.69E+01	1.31E-03	1.26E-03
SJVUAPCD	2017	T7 tractor	2009	5	DSL	6.33E+02	1.63E-03	1.85E-03	4.47E-03	1.65E-02	2.49E+00	6.75E-05	6.46E-05
SJVUAPCD	2017	T7 tractor	2009	10	DSL	2.42E+03	5.03E-03	5.72E-03	1.38E-02	5.42E-02	8.48E+00	2.32E-04	2.22E-04
SJVUAPCD	2017	T7 tractor	2009	15	DSL	3.04E+03	4.45E-03	5.07E-03	1.22E-02	5.46E-02	9.04E+00	2.50E-04	2.39E-04
SJVUAPCD	2017	T7 tractor	2010	5	DSL	2.85E+02	6.31E-04	7.18E-04	1.84E-03	7.21E-03	1.10E+00	2.52E-05	2.41E-05
SJVUAPCD	2017	T7 tractor	2010	10	DSL	1.09E+03	1.95E-03	2.22E-03	5.67E-03	2.33E-02	3.74E+00	8.65E-05	8.27E-05
SJVUAPCD	2017	T7 tractor	2010	15	DSL	1.36E+03	1.72E-03	1.96E-03	5.03E-03	2.29E-02	3.98E+00	9.34E-05	8.94E-05
SJVUAPCD	2017	T7 tractor	2011	5	DSL	3.12E+02	3.33E-04	3.79E-04	1.54E-03	6.76E-03	1.12E+00	9.38E-06	8.98E-06

SJVUAPCD	2017	T7 tractor	2011	10	DSL	1.19E+03	1.03E-03	1.17E-03	4.74E-03	2.09E-02	3.81E+00	3.22E-05	3.08E-05
SJVUAPCD	2017	T7 tractor	2011	15	DSL	1.50E+03	9.10E-04	1.04E-03	4.20E-03	1.86E-02	4.02E+00	3.48E-05	3.33E-05
SJVUAPCD	2017	T7 tractor	2012	5	DSL	3.96E+03	2.88E-03	3.28E-03	1.70E-02	7.29E-02	1.40E+01	5.58E-05	5.34E-05
SJVUAPCD	2017	T7 tractor	2012	10	DSL	1.51E+04	8.90E-03	1.01E-02	5.25E-02	2.23E-01	4.73E+01	1.91E-04	1.83E-04
SJVUAPCD	2017	T7 tractor	2012	15	DSL	1.90E+04	7.88E-03	8.97E-03	4.65E-02	1.94E-01	4.99E+01	2.07E-04	1.98E-04
SJVUAPCD	2017	T7 tractor	2013	5	DSL	4.31E+02	2.80E-04	3.18E-04	1.65E-03	7.29E-03	1.52E+00	5.29E-06	5.07E-06
SJVUAPCD	2017	T7 tractor	2013	10	DSL	1.65E+03	8.64E-04	9.83E-04	5.10E-03	2.21E-02	5.15E+00	1.82E-05	1.74E-05
SJVUAPCD	2017	T7 tractor	2013	15	DSL	2.07E+03	7.65E-04	8.71E-04	4.52E-03	1.89E-02	5.43E+00	1.96E-05	1.88E-05
SJVUAPCD	2017	T7 tractor	2014	5	DSL	4.48E+02	2.37E-04	2.69E-04	1.40E-03	7.71E-03	1.40E+00	4.32E-06	4.14E-06
SJVUAPCD	2017	T7 tractor	2014	10	DSL	1.71E+03	7.31E-04	8.32E-04	4.32E-03	2.24E-02	4.74E+00	1.48E-05	1.42E-05
SJVUAPCD	2017	T7 tractor	2014	15	DSL	2.15E+03	6.47E-04	7.37E-04	3.82E-03	1.71E-02	5.00E+00	1.60E-05	1.53E-05
SJVUAPCD	2017	T7 tractor	2015	5	DSL	4.72E+02	2.25E-04	2.57E-04	1.33E-03	7.30E-03	1.48E+00	3.98E-06	3.81E-06
SJVUAPCD	2017	T7 tractor	2015	10	DSL	1.80E+03	6.96E-04	7.92E-04	4.11E-03	2.10E-02	5.00E+00	1.37E-05	1.31E-05
SJVUAPCD	2017	T7 tractor	2015	15	DSL	2.26E+03	6.16E-04	7.02E-04	3.64E-03	1.58E-02	5.27E+00	1.48E-05	1.41E-05
SJVUAPCD	2017	T7 tractor	2016	5	DSL	4.71E+02	2.09E-04	2.38E-04	1.23E-03	6.46E-03	1.47E+00	3.57E-06	3.41E-06
SJVUAPCD	2017	T7 tractor	2016	10	DSL	1.79E+03	6.45E-04	7.34E-04	3.81E-03	1.86E-02	4.98E+00	1.22E-05	1.17E-05
SJVUAPCD	2017	T7 tractor	2016	15	DSL	2.26E+03	5.71E-04	6.50E-04	3.37E-03	1.40E-02	5.26E+00	1.32E-05	1.26E-05
SJVUAPCD	2017	T7 tractor	2017	5	DSL	3.13E+02	1.28E-04	1.46E-04	7.56E-04	3.75E-03	9.52E-01	2.10E-06	2.01E-06
SJVUAPCD	2017	T7 tractor	2017	10	DSL	1.19E+03	3.95E-04	4.50E-04	2.33E-03	1.08E-02	3.22E+00	7.20E-06	6.89E-06
SJVUAPCD	2017	T7 tractor	2017	15	DSL	1.50E+03	3.50E-04	3.99E-04	2.07E-03	8.12E-03	3.39E+00	7.78E-06	7.45E-06
SJVUAPCD	2017	T7 tractor	2018	5	DSL	4.92E+01	1.84E-05	2.10E-05	1.09E-04	5.05E-04	1.50E-01	2.88E-07	2.75E-07
SJVUAPCD	2017	T7 tractor	2018	10	DSL	1.88E+02	5.70E-05	6.49E-05	3.36E-04	1.45E-03	5.06E-01	9.86E-07	9.44E-07
SJVUAPCD	2017	T7 tractor	2018	15	DSL	2.36E+02	5.04E-05	5.74E-05	2.98E-04	1.09E-03	5.34E-01	1.07E-06	1.02E-06

Notes

1. EMFAC2014 (v1.0.7) Emissions Inventory
2. Regional Type: Air District
3. Region: San Joaquin Valley Unified Air Pollution Control District (SJVAPCD)
4. Calendar Year: 2017
5. Season: Annual
6. Vehicle Classification: EMFAC2011 Categories
7. Units: miles/day for VMT, tons/day for Emissions, 1000 gallons/day for Fuel Consumption
8. SOx not included in EMFAC 2014 Diesel Emissions Data due to diesel emissions containing negligible amounts of SOx.