APPENDIX W

Air Quality Modeling Results and Final Conformity
Determination

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-near term con Project Name: Graton Alt A - Proposed Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 Version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | PM10 | PM10 | PM10 |
|--|--------------|---------------|--------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS {lbs/day,unmitigated} | ROG 29.56 | NOx 212.11 | CO 234.30 | SO2 0.05 | TOTAL 72.31 | EXHAUST 8.18 | DUST 64.13 |
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 48.09 | NOx 157.08 | CO 221.11 | SO2 0.00 | PM10 TOTAL 6.29 | PM10 EXHAUST 5.80 | PM10 DUST 0.49 |
| *** 2009 *** TOTALS (lbs/day,unmitigated) | ROG 7.64 | NOx 45.84 | CO 62.58 | SO2 0.00 | PM10 TOTAL 1.48 | PM10 EXHAUST 1.47 | PM10 DUST 0.01 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-near term con Project Name: Graton Alt A - Proposed Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMAT | ES | | | | | | |
|---|-------------|--------------|-------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 1.96 | NOx 13.87 | CO 15.40 | SO2 0.00 | PM10 TOTAL 4.16 | PM10 EXHAUST 0.55 | PM10 DUST 3.61 |
| *** 2008 *** TOTALS (tpy, unmitigated) | ROG 3.28 | NOx 16.01 | CO 21.24 | SO2 0.00 | PM10 TOTAL 0.65 | PM10 EXHAUST 0.61 | PM10 DUST 0.04 |
| *** 2009 *** TOTALS (toy, unmitigated) | ROG 0.16 | NOx 1.00 | CO 1.37 | SO2 0.00 | PM10 TOTAL 0.03 | PM10 EXHAUST 0.03 | PM10 DUST 0.00 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8:7\Projects2k2\Graton V3\Graton-Alt A-near term con

PM10

PM10

PM10

Graton Alt A - Proposed Near Term Const San Francisco Bay Area Project Name:

Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 27

Total Land Use Area to be Developed: 66 acres Maximum Acreage Disturbed Per Day: 6.4 acres Single Family Units: 0 Multi-Family Units: 0

Retail/Office/Institutional/Industrial Square Footage: 558000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (1bs/day)

| | | | | | PPILO | Frito | bul o |
|-------------------------------|-------|--------|--------|------|-------|---------|-------|
| Source | ROG | NOx | co | SO2 | TOTAL | EXHAUST | DUST |
| *** 2007*** | | | | | | | |
| Phase 1 - Demolition Emissio | ns | | | | | | |
| Fugitive Dust | - | - | ~ | _ | 7.09 | _ | 7.09 |
| Off-Road Diesel | 10.75 | 79.71 | 81.01 | - | 3.45 | 3.45 | 0.00 |
| On-Road Diesel | 1.42 | 20.44 | 5.27 | 0.04 | 0.70 | 0.60 | 0.10 |
| Worker Trips | 0.06 | 0.10 | 1.73 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 12.23 | 100.25 | 88.01 | 0.04 | 11.25 | 4.05 | 7.20 |
| Phase 2 - Site Grading Emiss | ions | | | | | | |
| Fugitive Dust | - | _ | - | - | 64.00 | - | 64.00 |
| Off-Road Diesel | 27.87 | 184.73 | 226.96 | - | 7.51 | 7.51 | 0.00 |
| On-Road Diesel | 1.57 | 27.31 | 5.86 | 0.05 | 0.78 | 0.67 | 0.11 |
| Worker Trips | 0.12 | 0.07 | 1.48 | 0.00 | 0.02 | 0.00 | 0.02 |
| Maximum lbs/day | 29.56 | 212.11 | 234.30 | 0.05 | 72.31 | 8.18 | 64.13 |
| Phase 3 - Building Construct | ion | | | | | | |
| Bldg Const Off-Road Diesel | 16.00 | 113.54 | 124.19 | _ | 4.71 | 4.71 | 0.00 |
| Bldg Const Worker Trips | 1.33 | 0.81 | 17.14 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | _ | _ |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | - | - | _ | - | - | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 17.34 | 114-35 | 141.33 | 0.00 | 4.97 | 4.73 | 0.24 |
| Max lbs/day all phases | 29.56 | 212.11 | 234.30 | 0.05 | 72.31 | 8.18 | 64.13 |
| *** 2008*** | | | | | | | |
| Phase 1 - Demolition Emission | ns | | | | | | |
| Fugitive Dust | | _ | _ | _ | 0.00 | _ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110110111110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|------------------------------|-------|--------|--------|------|------|------|------|
| Phase 2 - Site Grading Emiss | ions | | | | | | |
| Fugitive Dust | | _ | _ | _ | 0.00 | _ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construct | ion | | | | | | |
| Bldg Const Off-Road Diesel | 16.00 | 108.88 | 127.09 | | 4.26 | 4.26 | 0.00 |
| Bldg Const Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 21.98 | - | _ | _ | _ | - | - |
| Arch Coatings Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0.25 | 0.01 | 0.24 |
| Asphalt Off-Gas | 0.15 | - | · _ | - | - | - | - |
| Asphalt Off-Road Diesel | 7.41 | 46.00 | 61.26 | _ | 1.50 | 1.50 | 0.00 |
| Asphalt On-Road Diesel | 0.04 | 0.66 | 0.14 | 0.00 | 0.02 | 0.02 | 0.00 |
| Asphalt Worker Trips | 0.05 | 0.03 | 0.66 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 48.09 | 157.08 | 221.11 | 0.00 | 6.29 | 5.80 | 0.49 |
| Max lbs/day all phases | 48.09 | 157.08 | 221.11 | 0.00 | 6.29 | 5.80 | 0.49 |

^{*** 2009***}

| Phase 1 - Demolition Emissions Fugitive Dust | _ | | _ | - | 0.00 | _ |
|--|--------------|--------------|----------------|----------------------|------|-------------|
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | = | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emission | ns | | | | | |
| Fugitive Dust | | | - | - | 0.00 | - |
| Off-Road Diesel | 0.00 0.00 | 0.00 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-Road Diesel Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| m. 0 m (10) - m | | | | | | |
| Phase 3 - Building Construction Bldg Const Off-Road Diesel | on 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 |
| Bldg Const Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Arch Coatings Off-Gas | 0.00 | _ | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas Asphalt Off-Road Diesel | 7.41 | 45.21 | 61.84 | _ | 1.46 | 1.46 |
| Asphalt On-Road Diesel | 0.04 | 0.60 | 0.13 | 0.00 | 0.01 | 0.01 |
| Asphalt Worker Trips | 0.05 | 0.03 | 0.60 | 0.00 | 0.01 | 0.00 |
| Maximum lbs/day | 7.64 | 45.84 | 62.58 | 0.00 | 1.48 | 1.47 |
| Max lbs/day all phases | 7.64 | 45.84 | 62.58 | 0.00 | 1.48 | 1.47 |
| | | | | • | | |
| | | | | | | |
| Phase 1 - Demolition Assumption | ons | | | | | |
| Start Month/Year for Phase 1: | | | | | | |
| Phase 1 Duration: 1.0 months | | | | | | |
| Building Volume Total (cubic f Building Volume Daily (cubic f | | | | | | 4 |
| On-Road Truck Travel (VMT): 93 | | | | | | |
| Off-Road Equipment | | | | | | |
| No. Type | | | sepower 190 | Load Factor 0.620 | | s/Day .0 |
| 1 Other Equipment 2 Rubber Tired Dozers | | | 352 | 0.520 | | .0 |
| 1 Rubber Tired Loaders | | | 165 | 0.465 | | .0 |
| | | | | | | |
| Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: | | | | | | |
| Phase 2 Duration: 5 months | Lui J, | | | | | |
| On-Road Truck Travel (VMT): 10 | 41.5 | | | _ | | |
| Off-Road Equipment No. Type | | Vore | sepower | Load Factor | Hour | s/Day |
| 2 Crawler Tractors | | | 143 | 0.575 | | .0 |
| 3 Graders | | _ | 174 | 0.575 | | .0 |
| 1 Off Highway Trucks | | | 117 190 | 0.490 0.620 | | .0 |
| 2 Other Equipment 2 Rubber Tired Loaders | | | L65 | 0.465 | | .0 |
| 2 Scrapers | | | 313 | 0.660 | 8 | .0 |
| 3 Tractor/Loaders/Back | hoes | | 79 | 0.465 | 8 | .0 |
| Phase 3 - Building Construction | n Assumot | ions | | | | |
| Start Month/Year for Phase 3: | | 101115 | | | | |
| Phase 3 Duration: 21 months | | | _ | | | |
| Start Month/Year for SubPhas SubPhase Building Duration: | | | (| | | |
| Off-Road Equipment | 15 months | | | | | |
| No. Type | | Hors | epower | Load Factor | | s/Day |
| 3 Concrete/Industrial 2 Cranes | saws | 1 | 84 190 | 0.730 0.430 | | .0 .0 |
| 2 Cranes 3 Other Equipment | | _ | .90 | 0.620 | | ,0 |
| 3 Rough Terrain Forkli | | | 94 | 0.475 | 8 | .0 |
| 2 Tractor/Loaders/Back | hoes | | 79 | 0.465 | 8 | .0 |
| Start Month/Year for SubPhas SubPhase Architectural Coati | | | | ะบักุด | | |
| Start Month/Year for SubPhas | | | | | | |
| SubPhase Asphalt Duration: 5 | | | | | | |
| Acres to be Paved: 6.4 | | | | | | |
| Off-Road Equipment No. Type | | Hors | sepower | Load Factor | Hour | s/Day |
| 2 Pavers | | 1 | L32 | 0.590 | 8 | .0 |
| 2 Paving Equipment | | | 11 | 0.530 | | . 0 |
| 3 Rollers | |] | 14 | 0.430 | ម | . 0 |
| | | | | | | |

0.00 0.00 0.00 0.00

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0.01

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Hotel changed from 5 to 0
The Primary Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 5
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily has been changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name:
Project Name:
Project Location:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-near term.urb
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-near term.urb
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | | |
|---------------------------------|------------|--------|----------|------|--------|--|
| | ROG | NOx | CO | S02 | PM10 | |
| TOTALS (lbs/day,unmitigated) | 0.65 | 3.86 | 4.68 | 0.00 | 0.01 | |
| TOTALS (lbs/day, mitigated) | 0.55 | 3.09 | 3.74 | 0.00 | 0.01 | |
| OPERATIONAL (VEHICLE) EMISSION | | | | | | |
| | ROG | NOx | co | 502 | PM10 | |
| TOTALS (lbs/day,unmitigated) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 | |
| TOTALS (lbs/day, mitigated) | 361.01 | 693.68 | 6,070.07 | 4.21 | 744.42 | |
| SUM OF AREA AND OPERATIONAL EM | CCTON DCTT | MATTER | | | | |
| SUM OF AREA AND OPERATIONAL EMI | ROG | NOx | co | 502 | PM10 | |
| | | | | 4.41 | 779.24 | |
| TOTALS (lbs/day,unmitigated) | 378.22 | 729.98 | 6,359.26 | | | |
| TOTALS (lbs/day, mitigated) | 361.56 | 696.77 | 6,073.81 | 4.21 | 744.43 | |

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-near term.urb
Project Name:
Graton Alt A - Proposed Near Term
Project Location:
Sam Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATI | | 110 | 20 | con | PM10 |
|--|-----------|-----------|----------|------|--------|
| | ROG | NOx | co | SO2 | |
| TOTALS (tpy, unmitigated) | 0.09 | 0.70 | 0.72 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 0.08 | 0.56 | 0.58 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSIO | ON ESTIMA | TES | | | |
| | ROG | . NOx | co | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 77.19 | 155.05 | 1,176.36 | 0.80 | 142.21 |
| TOTALS (tpy, mitigated) | 73.78 | 148.12 | 1,123.70 | 0.76 | 135.86 |
| THE ART AND AND ADDRESS OF THE ART AND ADDRES | DATECTON: | BOMTHAMOO | | | |
| SUM OF AREA AND OPERATIONAL I | | | | 203 | PM10 |
| / | ROG | NOx | CO | S02 | |
| TOTALS (tpy, unmitigated) | 77.29 | 155.75 | 1,177.08 | 0.80 | 142.21 |
| TOTALS (tpy, mitigated) | 73.85 | 148.69 | 1,124.28 | 0.76 | 135.86 |

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URBEMIS 2002 For Windows 8.7.0

File Name: Project Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-near Herm.urb

Graton Alt A - Proposed Near Term San Francisco Bay Area

Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version $2.2\,$

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES Source | (Summer ROG | Pounds per NOx | Day, Unmit CO | igated) SO2 | PM10 |
|--|---------------------|-------------------|------------------|----------------|--------------|
| Natural Gas | 0.28 | 3.85 | 3.23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | _ | - | - |
| Architectural Coatings | 0.15 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 0.65 | 3.86 | 4.68 | 0.00 | 0.01 |
| | | | | | |
| | | | | | |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitig | jated) | |
| AREA SOURCE EMISSION ESTIMATES Source | (Summer ROG | Founds per | Day, Mitig | gated) SO2 | PM10 |
| | | | | | PM10 0.01 |
| Source | ROG | NOx | CO 2.59 | SO2 0 | 0.01 |
| Source Natural Gas | ROG | NOx | CO | S02 | |
| Source Natural Gas Hearth - No summer emissions | ROG 0.22 | NOx 3.08 | CO 2.59 | SO2 0 | 0.01 |
| Source Natural Gas Hearth - No summer emissions Landscaping | ROG 0.22 0.18 | NOx 3.08 | CO 2.59 | SO2 0 | 0.01 |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24

Percent Reduction: 20

Commercial Increase Efficiency Beyond Title 24

Percent Reduction: 20

Industrial Increase Efficiency Beyond Title 24

Percent Reduction: 20

Residential Electric Landscape Maintenance Equipment

Percent Reduction: 20

Commercial/Industrial Electric Landscape Maintenance Equipment

Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 356.05 21.52 | | CO 6,047.82 306.76 | SO2 4.20 0.21 | PM10 741.61 37.62 |
|---------------------------|------------------------|--------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 408.0016,087.44 300.00 816.00 |
| | | Cum of Tota | 1 Trine 16 903 44 |

Sum of Total Trips 16,903.44
Total Vehicle Miles Traveled 514,786.87

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lbs | 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751-5,750 | 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,500 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Travel Conditions |
|-------------------|
|-------------------|

| Travel Conditions | Residential | | | Commercial | | |
|---------------------------|---------------|---------------|----------------|------------|----------|------|
| | Home- Work | Home- Shop | Home- Other | Commute | Non-Work | |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (| by land | use) | | | | |
| Casino | | | | 5.0 | 2.5 | 92.5 |
| Hotel | | | | 5.0 | 2.5 | 92.5 |

MITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 340.29 20.72 | NOx 660.19 33.49 | CO 5,777.05 293.03 | SO2 4.01 0.20 | PM10 708.48 35.94 |
|--|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) PERCENTAGE REDUCTION % | 361.01 | 693.68 | 6,070.07 | 4.21 | 744.42 |
| | 4 | 4 | 4 | 4 | 4 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------------------|---------|-------------------------|--------------------------|
| Casino | | 37.68 trips/1000 sq. ft | 408.0015,374.89 |
| (Worker Trip Rate: Hotel | | 2.60 trips/rooms | 300.00 779.86 |
| (Worker Trip Rate: | 2.54) | Sum of To | al Trine 16 154 75 |

Sum of Total Trips 16,154.75
Total Vehicle Miles Traveled 491,790.79

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | / 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

Travel Conditions

| 124170 00000000000000000000000000000000000 | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|----------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11:8 15.0 30.0 | Non-Work 35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Commercial (Casino Hotel | by land | use) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Mon-Residential books solvens heads have solvens

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Showers/Changing Facilities Provided' measure was selected

The 'Guaranteed Ride Home Program Provided' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
Mitigation measure Residential Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Industrial Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Residential Electric Landscape Maintenance Equipment
has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
has been changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on. The operational emission year changed from 2005 to 2008. The home based work selection item changed from 7 to 6. The home based shopping trip speed changed from 30 to 50. The home based shopping selection item changed from 7 to 10. The home based shopping urban trip length changed from 4.6 to 35.5. The home based other trip speed changed from 30 to 50.
The home based other selection item changed from 7 to 10. The home based other urban trip length changed from 6.1 to 35.5. The commercial based commute selection item changed from 7 to 6. The commercial based non-work trip speed changed from 30 to 50. The commercial based non-work selection item changed from 7 to 10. The commercial based non-work urban trip length changed from 5.0 to 35.5. The commercial based non-work rural trip length changed from 10 to 35.5. The commercial based customer trip speed changed from 30 to 50. The commercial based customer selection item changed from 7 to 10. The commercial based customer urban trip length changed from 5.0 to 35.5. The commercial based customer rural trip length changed from 10 to 35.5. The Res and Non-Res Local-Serving Retail Mitigation changed from off to on. The Res and Non-Res Transit Service Mitigation changed from off to on. The Res and Non-Res Ped/Bike Mitigation changed from off to on. The Res and Non-Res Trans Demand Mgmt Measures Mitigation changed from off to on. Page: 1 02/08/2008 10:01 AM

URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-long \term.urb
Project Name:
Graton Alt A - Proposed Long Term
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions
Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | ROG | NOx | CO | S02 | PM10 | | | |
|--|------------------|--------|----------|------|--------|--|--|--|
| TOTALS (lbs/day,unmitigated) | 0.61 | 3.87 | 4.50 | 0.00 | 0.01 | | | |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES ROG | NOx | co | SO2 | PM10 | | | |
| TOTALS (lbs/day,unmitigated) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 | | | |
| SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES | | | | | | | | |
| | ROG | NOx | CO | SO2 | PM10 | | | |
| TOTALS (1bs/day.unmitigated) | 148.97 | 251.65 | 2,409.63 | 4.38 | 776.60 | | | |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-long term.urb
Project Name: Graton Alt A - Proposed Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | ROG | NOx | CO | S02 | PM10 |
|--------------------------------|---------------|----------------------|--------------|-------------|--------|
| TOTALS (tpy, unmitigated) | 0.09 | 0.70 | 0.70 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | | | 90 | g02 | PM10 |
| TOTALS (tpy, unmitigated) | ROG 30.23 | NOx 52. 91 | CO 441.91 | SO2 0.79 | 141.73 |
| SUM OF AREA AND OPERATIONAL EM | ISSION ROG | ESTIMATES NOx | co | SO2 | PM1.0 |
| TOTALS (tpy, unmitigated) | 30.32 | 53.61 | 442.61 | 0.79 | 141.73 |

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt A-long term.urb
Project Name:
Graton Alt A - Proposed Long Term
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 Version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmi | tigated) | |
|--------------------------------|---------|------------|-----------|----------|------|
| Source | ROG | NOx | CO | SO2 | PM10 |
| Natural Gas | 0.28 | 3.85 | 3.23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 0.15 | | _ | - | - |
| TOTALS(lbs/day,unmitigated) | 0.61 | 3.87 | 4.50 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 139.36 9.01 | NOx 235.82 11.96 | 2,289.03 | SO2 4.17 0.21 | PM10 739.10 37.49 |
|---------------------------|-----------------------|------------------------|----------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | Units Trips |
|-----------|---------|--------------------------|-----------------|
| Casino | | 39.43 trips/1000 sq. ft. | 408.0016,087.44 |
| Hotel | | 2.72 trips/rooms | 300.00 816.00 |

16,903.**4**4 514,786.87 Sum of Total Trips Total Vehicle Miles Traveled

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 1b. | s 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751- 5,75 | 0 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,50 | | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10;00 | | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,00 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 lb. | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

| Travel Conditions | | Residential | | | Commercia: | 1 |
|---------------------------|-----------|-------------|-------|---------|------------|----------|
| | Home- | Home- | Home- | | COMMELCIA. | • |
| | Work | Shop | Other | Commute | | Customer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (| hy land i | 159) | | | | |
| Casino | Dy rand (| 1961 | | 5.0 | 2.5 | 92.5 |
| Hotel | | | | 5.0 | 2.5 | 92.5 , |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The landscape year changed from 2005 to 2020.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
has been changed from off to on.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2020.

The home based work selection item changed from 7 to 6.

The home based shopping trip speed changed from 30 to 50.

The home based shopping selection item changed from 7 to 10.

The home based other trip speed changed from 30 to 50.

The home based other trip speed changed from 7 to 10.

The home based other urban trip length changed from 7 to 10.

The commercial based commute selection item changed from 6.1 to 35.5.

The commercial based non-work trip speed changed from 30 to 50.

The commercial based non-work trip speed changed from 7 to 6.

The commercial based non-work selection item changed from 7 to 10.

The commercial based non-work urban trip length changed from 5.0 to 35.5.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer urban trip length changed from 5.0 to 35.5.

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term con Project Name:
Graton Alt B - NW Stoney Point Near Term Const
Project Location:
On-Road Motor Vehicle Emissions
Graton Alt B - NW Stoney Point Near Term Const
San Francisco Bay Area
On-Road Motor Vehicle Emissions
Based on EMFAC2002 version 2.2

SUMMARY REPORT · (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | DW1.0 | . PM 1 0 | DV1.0 |
|---|--------------|---------------|--------------|--------------|------------------------|-------------------------|-----------------------|
| *** 2007 *** TOTALS (lbs/day,unmitigated) | ROG 51.65 | NOx 203.42 | CO 232.44 | SO2 0.04 | PM10 TOTAL 72.06 | PM10 EXHAUST 7.96 | PM10 DUST 64.10 |
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 51.43 | NOx 156.76 | CO 205.22 | \$02 0.00 | PM10 TOTAL 6.28 | PM10 EXHAUST 5.80 | PM10 DUST 0.48 |
| *** 2009 *** TOTALS (lbs/day,unmitigated) | ROG 17.12 | NOx 105.14 | CO 144.84 | SO2 0.00 | PM10 TOTAL 4.21 | PM10 EXHAUST 3.97 | PM10 DUST 0.24 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term cor.
Project Name: Graton Alt B - NW Stoney Point Near Term Const
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMAT | ES | | • | | | | |
|--|-------------|--------------|-------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 2.16 | NOx 12.47 | CO 14.49 | 502 0.00 | PM10 TOTAL 3.40 | PM10 EXHAUST 0.50 | PM10 DUST 2.90 |
| *** 2008 *** TOTALS (tpy, unmitigated) | ROG 2.88 | NO× 16.01 | CO 20.93 | SO2 0.00 | PM10 TOTAL 0.64 | PM10 EXHAUST 0.61 | PM10 DUST 0.03 |
| *** 2009 *** TOTALS (tpy, unmitigated) | ROG 0.57 | NOx 3.47 | CO 4.78 | SO2 0.00 | PM10 TOTAL 0.14 | PM10 EXHAUST 0.13 | PM10 DUST 0.01 |

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term con File Name:

Graton Alt B - NW Stoney Point Near Term Const San Francisco Bay Area Project Name:

Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 27

Total Land Use Area to be Developed: 66 acres Maximum Acreage Disturbed Per Day: 6.4 acres

Single Family Units: 0 Multi-Family Units: 0

Retail/Office/Institutional/Industrial Square Footage: 558000

| CONSTRUCTION | EMISSION | ESTIMATES | IMMITTICATED | (The/day | ń |
|--------------|----------|-----------|--------------|-----------|---|
| CONSTRUCTION | PHIDDION | POLIMATES | OMMITITUME | (LDS/ Udy | , |

| CONSTRUCTION EMISSION ESTIMA | TIBB OMMITT | CALLD (LDG | ,, au | | PM10 | PM10 | PM10 |
|-------------------------------|-------------|------------|--------|------|-------|---------|-------|
| Source | ROG | NOx | co | S02 | TOTAL | EXHAUST | DUST |
| *** 2007*** | | | | 400 | | | 2441 |
| Phase 1 - Demolition Emission | ons | | | | | | |
| Fugitive Dust | _ | - | _ | _ | 6.64 | _ | 6.54 |
| Off-Road Diesel | 10.75 | 79.71 | 81.01 | _ | 3.45 | 3,45 | 0.00 |
| On-Road Diesel | 1.33 | 19.15 | 4.94 | 0.04 | 0.65 | 0.56 | 0.09 |
| Worker Trips | 0.06 | 0.10 | 1.73 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 12.14 | 98.96 | 87.68 | 0.04 | 10.75 | 4.01 | 6.74 |
| Phase 2 - Site Grading Emiss | sions | | | | | | |
| Threat time Durch | | _ | - | _ | 64.00 | _ | 64.00 |
| Off-Road Diesel | 27 - 87 | 184.73 | 226.96 | _ | 7.51 | 7.51 | 0.00 |
| On-Road Diesel | 1.07 | 18.62 | 4.00 | 0.03 | 0.53 | 0.45 | 0.08 |
| Manhor Maina | 0.12 | 0.07 | 1.48 | 0.00 | 0.02 | 0.00 | 0.02 |
| Maximum lbs/day | 29.06 | 203.42 | 232.44 | 0.03 | 72.06 | 7.96 | 64.10 |
| raximum 1057 day | 23.00 | 203.42 | 252.41 | 0103 | 70.00 | | 04.20 |
| Phase 3 - Building Construct | | 110 61 | 104.10 | | 4 51 | 4 71 | 0.00 |
| Bldg Const Off-Road Diesel | 16.00 | 113.54 | 124.19 | | 4.71 | 4.71 | 0.00 |
| Bldg Const Worker Trips | 1.33 | 0.81 | 17.14 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 32.97 | _ | | - | | - | - |
| Arch Coatings Worker Trips | 1.33 | 0.81 | 17.14 | 0.00 | 0.25 | 0.01 | 0.24 |
| Asphalt Off-Gas | 0.00 | - | - | - | | - | |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 51.65 | 115.16 | 158.47 | 0.00 | 5.22 | 4.74 | 0.48 |
| Max lbs/day all phases | 51.65 | 203.42 | 232.44 | 0.04 | 72.06 | 7.96 | 64.10 |
| | | | | | | | |
| *** 2008*** | | | | | | | |
| Phase 1 - Demolition Emission | ns | | | | | | |
| Fugitive Dust | | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emiss | ions | | | | | | |
| Fugitive Dust | | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construct | ion | | • | 1 | | | |
| Bldg Const Off-Road Diesel | 16.00 | 108.88 | 127.09 | _ | 4.26 | 4.26 | 0.00 |
| Bldg Const Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0,25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 32.97 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0.25 | 0.01 | 0.24 |
| Asphalt Off-Gas | 0.25 | 0.75 | 13.50 | - | 0.23 | - | 0.24 |
| Asphalt Off-Road Diesel | 7.41 | 46.00 | 61.26 | - | 1.50 | 1.50 | 0.00 |
| Asphalt On-Road Diesel | 0.06 | 1.10 | 0.24 | 0.00 | 0.03 | 0.03 | 0.00 |
| Asphalt Worker Trips | 0.05 | 0.03 | 0.66 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 51.43 | 156.76 | 205.22 | 0.00 | 6.28 | 5.80 | 0.48 |
| Max lbs/day all phases | 51.43 | 156.76 | 205.22 | 0.00 | 6.28 | 5.80 | 0.48 |
| - | | | | | | | |

^{*** 2009***}

| Phase 1 - Demolition Emission Fugitive Dust Off-Road Diesel On-Road Diesel Worker Trips Maximum lbs/day | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 |
|--|--|--|---|---|--|--|
| Phase 2 - Site Grading Emissi Fugitive Dust Off-Road Diesel On-Road Diesel Worker Trips Maximum lbs/day | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 |
| Phase 3 - Building Constructi Bldg Const Off-Road Diesel Bldg Const Worker Trips Arch Coatings Off-Gas Arch Coatings Worker Trips Asphalt Off-Gas Asphalt Off-Road Diesel Asphalt On-Road Diesel Asphalt Worker Trips Maximum lbs/day | 00 16.00 1.12 0.00 0.60 0.00 0.00 0.00 0.00 17.12 | 104.44 0.69 - 0.00 - 0.00 0.00 0.00 105.14 | 130.11 14.74 0.00 - 0.00 0.00 0.00 0.00 | 0.00 0.00 - 0.00 0.00 0.00 | 3.96 0.25 - 0.00 - 0.00 0.00 0.00 4.21 | 3.96 0.01 - 0.00 - 0.00 0.00 0.00 3.97 |
| Max lbs/day all phases | 17.12 | 105.14 | 144.84 | 0.00 | 4.21 | 3.97 |
| Phase 1 - Demolition Assumptistart Month/Year for Phase 1: Phase 1 Duration: 1 months Building Volume Total (cubic Building Volume Daily (cubic On-Road Truck Travel (VMT): 8 Off-Road Equipment No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loader Phase 2 - Site Grading Assump Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 7 Off-Road Equipment No. Type 2 Crawler Tractors 3 Graders 1 Off Highway Trucks 2 Other Equipment 2 Rubber Tired Loader Rubber Tired Loader | Jun '07 feet): 210 feet): 158 79 s tions Jul '07 | Hor | sepower 190 352 165 sepower 143 174 417 190 165 313 | Load Factor 0.620 0.590 0.465 Load Factor 0.575 0.575 0.490 0.620 0.465 0.660 | 8 8 8 Hour 8 8 8 8 8 | s/Day .0 .0 .0 .0 .0 .0 .0 .0 |
| 3 Tractor/Loaders/Bac Phase 3 - Building Constructi Start Month/Year for Phase 3: Phase 3 Duration: 22 months Start Month/Year for SubPhas SubPhase Building Duration: Off-Road Equipment | on Assumpt Nov '07 se Buildir | ng: Nov '0 | | 0.465 | | .0 |
| No. Type 3 Concrete/Industrial 2 Cranes 3 Other Equipment 3 Rough Terrain Forkl 2 Tractor/Loaders/Back Start Month/Year for SubPhase Architectural Coat. Start Month/Year for SubPhase SubPhase Asphalt Duration: Acres to be Paved: 6.4 | ifts khoes se Archite ings Durat se Asphalt | ectural Co | nths | Load Factor 0.730 0.430 0.430 0.620 0.475 0.465 ec '07 | 8 8 8 | s/Day .0 .0 .0 .0 |
| Acres to be Paved: 6.4 Off-Road Equipment No. Type 2 Pavers 2 Paving Equipment 3 Rollers | | | sepower 132 111 114 | Load Factor 0.590 0.530 0.430 | 8 | s/Day .0 .0 .0 |

4

0.00 0.00 0.00 0.00 0.00

0.00 0.00 0.00 0.00 0.00

0.00 0.24

0.00

0.00 0.00 0.00 0.24

0.24

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Hotel changed from 5 to 0
The Primary Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
Thé Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 5
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term.urb
Project Name:
Cnation:
San Francisco Bay Area
On-Road Motor Vehicle Emissions
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term.urb
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions

SUMMARY REPORT

(Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|------------|--------|----------|------|--------|
| * | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 2.60 | 3.86 | 4.68 | 0.00 | 0.01 |
| TOTALS (lbs/day, mitigated) | 2.50 | 3.09 | 3.74 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | МОж | co | 502 | PM10 |
| TOTALS (lbs/day,unmitigated) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |
| TOTALS (lbs/day, mitigated) | 361.01 | 693.68 | 6,070.07 | 4.21 | 744.42 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| | ROG | NO× | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 380.18 | 729.98 | 6,359.26 | 4.41 | 779.24 |
| TOTALS (lbs/day, mitigated) | 363.52 | 696.77 | 6,073.81 | 4.21 | 744.43 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term.urb
Project Name: Graton Alt B - NW Stoney Point Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | 3 | | | | |
|----------------------------------|----------|-----------|----------|------|---------|
| 4 | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 0.35 | 0.70 | 0.72 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 0.33 | 0.56 | 0.58 | 0.00 | 0.00 |
| TOTALS (tpy, mittigated) | 0.55 | 0.20 | 0.50 | 0.00 | |
| OPERATIONAL (VEHICLE) EMISSION | J ESTIMA | ATES | | | |
| OPERATIONAL (VERTCEE) ENIGHTON | ROG | NOx | со | SO2 | PM10 |
| | | | | | |
| TOTALS (tpy, unmitigated) | 77.19 | 155.05 | 1,176.36 | 0.80 | 142.21 |
| TOTALS (tpy, mitigated) | 73.78 | 148.12 | 1,123.70 | 0.76 | .135.86 |
| , | | | | | |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EN | ITSSTON | ESTIMATES | | | |
| SOM Of AREM 1800 OFERENTIAMED EN | ROG | NOx | co | S02 | PM10 |
| momato (the semitionted) | 77.54 | 155.75 | 1.177.08 | 0.80 | 142.21 |
| TOTALS (tpy, unmitigated) | | | _, | | |
| TOTALS (tov. mitigated) | 74.11 | 148.69 | 1,124.28 | 0.76 | 135.86 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-near term.urb

Graton Alt B - NW Stoney Point Near Term San Francisco Bay Area

Project Name: Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES Source Natural Gas Hearth - No summer emissions | (Summer ROG 0.28 | Pounds per NOx 3.85 | Day, Unmit CO 3.23 | igated) SO2 0 | PM10 0.01 |
|--|------------------------|---------------------------|--------------------------|---------------------|--------------|
| Landscaping | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | | - | _ |
| Architectural Coatings | 2.10 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 2.60 | 3.86 | 4.68 | 0.00 | 0.01 |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitig | gated) | |
| _ | 700 | MOST | CO | ഹേര | |
| Source | ROG | NOx | CO | S 02 | PM10 |
| Source Natural Gas | 0.22 | 3.08 | 2.59 | 0 | PM10 0.01 |
| | | | | | 0.01 |
| Natural Gas | | | | | |
| Natural Gas Hearth - No summer emissions | 0.22 | 3.08 | 2.59 | 0 | 0.01 |
| Natural Gas Hearth - No summer emissions Landscaping | 0.22 | 3.08 | 2.59 | 0 | 0.01 |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24

Percent Reduction: 20 Commercial Increase Efficiency Beyond Title 24

Percent Reduction: 20

rercent Reduction: 20
Industrial Increase Efficiency Beyond Title 24
Percent Reduction: 20
Residential Electric Landscape Maintenance Equipment
Percent Reduction: 20
Commercial/Industrial Electric Landscape Maintenance Equipment
Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 356.05 21.52 | NOx 691.07 35.05 | CO 6,047.82 306.76 | SO2 4.20 0.21 | PM10 741.61 37.62 |
|---------------------------|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 408.0016,087.44 300.00 816.00 |
| | | Sum of Total Total Vehicle Miles Tr | |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | * | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | • | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | - ' | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| | 0.10 | 0.00 | 0.00 | 100.00 |
| School Bus Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Travel Conditions | | | | | | _ |
|---------------------------|---------------|---------------|----------------|------------|------|----------|
| | R | tesidential | | Commercial | | |
| | Home- Work | Home- Shop | Home- Other | Commute | | Customer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (| by land u | ise) | | | | |
| Casino | - | | | 5.0 | 2.5 | 92.5 |
| Hotel | | | | 5.0 | 2.5 | 92.5 |

MITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 340.29 20.72 | NOx 660.19 33.49 | CO 5,777.05 293.03 | SO2 4.01 0.20 | PM10 708.48 35.94 |
|--|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) PERCENTAGE REDUCTION % | 361.01 | 693.68 | 6,070.07 | 4.21 | 744.42 |
| | 4 | 4 | 4 | 4 | 4 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | Units | Trips |
|---|---------|--------------------------|----------|---------|
| Casino | | 37.68 trips/1000 sq. ft. | 408.0015 | ,374.89 |
| (Worker Trip Rat Hotel (Worker Trip Rat | | 2.60 trips/rooms | 300.00 | 779.86 |
| , | | _ | | |

Sum of Total Trips 16,154.75
Total Vehicle Miles Traveled 491,790.79

mot al

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 1bs | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | • | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | - | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb. | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Traval | Conditions |
|--------|-------------|
| Traver | CONGRESSION |

| 110.00 | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|----------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work 35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Commercial (Casino Hotel | by land | use) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Showers/Changing Facilities Provided' measure was selected

The 'Guaranteed Ride Home Program Provided' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Motel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
Mitigation measure Residential Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Industrial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Residential Electric Landscape Maintenance Equipment
 has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
 has been changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on. The operational emission year changed from 2005 to 2008. The home based work selection item changed from 7 to 6. The home based shopping trip speed changed from 30 to 50. The home based shopping selection item changed from 7 to 10. The home based shopping urban trip length changed from 4.6 to 35.5. The home based other trip speed changed from 30 to 50. The home based other selection item changed from 7 to 10.
The home based other urban trip length changed from 6.1 to 35.5. The commercial based commute selection item changed from 7 to 6. The commercial based non-work trip speed changed from 30 to 50. The commercial based non-work selection item changed from 7 to 10. The commercial based non-work urban trip length changed from 5.0 to 35.5. The commercial based non-work rural trip length changed from 10 to 35.5. The commercial based customer trip speed changed from 30 to 50. The commercial based customer selection item changed from 7 to 10. The commercial based customer urban trip length changed from 5.0 to 35.5. The commercial based customer rural trip length changed from 10 to 35.5.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on. The Res and Non-Res Transit Service Mitigation changed from off to on. The Res and Non-Res Ped/Bike Mitigation changed from off to on. The Res and Non-Res Trans Demand Mgmt Measures Mitigation changed from off to on. Page: 1 02/08/2008 10:20 AM

URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-long term.urb Graton Alt B - NW Stoney Point Long Term San Francisco Bay Area File Name: C:\Program Files\URBEMIS 2002 V
Project Name: Graton Alt B - NW Stoney Point
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | _ | |
|---|------------|--------|----------|------|--------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 2.56 | 3.87 | 4.50 | 0.00 | 0.01 |
| | | | | | |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| OPERATIONAL (VEHICLE) EMISSION | ROG | NOx | co | SO2 | PM10 |
| | ROG | NOX | • | 502 | 11110 |
| TOTALS (lbs/day,unmitigated) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 |
| TOTALS (TDS/day, dimittigaced) | 140.57 | 247.17 | 2,403.45 | 4.50 | ,,,,,, |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| DOM OF THEM, 1942 OF DIGITALITY DESIGNATION | ROG | NOx | co | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 150.93 | 251.65 | 2,409.63 | 4.38 | 776.60 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-long term.urb
Project Name:

Graton Alt B - NW Stoney Point Long Term
Project Location:

San Francisco Bay Area
On-Road Motor Vehicle Emissions
Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES TOTALS (tpy, unmitigated) | ROG 0.34 | NOx 0.70 | CO 0.70 | SO2 0.00 | PM10 0.00 |
|--|---------------|------------------|--------------|-------------|----------------|
| OPERATIONAL (VEHICLE) EMISSION | ESTIMA | ATES | | | |
| TOTALS (tpy, unmitigated) | ROG 30.23 | NOx 52.91 | CO 441.91 | SO2 0.79 | PM10 141.73 |
| SUM OF AREA AND OPERATIONAL EM | ISSION ROG | ESTIMATES NOx | co | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 30.58 | 53.61 | 442.61 | 0.79 | 141.73 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-long term.urb
Project Name:

Project Location:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt B-long term.urb
File Name:

Graton Alt B - NW Stoney Point Long Term

San Francisco Bay Area

On-Road Motor Vehicle Emissions

Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmiti | igated) | - |
|--------------------------------|---------|------------|-------------|-------------|------|
| Source ' | ROG | NOx | · co | S 02 | PM10 |
| Natural Gas | 0.28 | 3.85 | 3.23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 2.10 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 2.56 | 3.87 | 4.50 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM10 |
|---------------------------|--------|--------|----------|------|--------|
| Casino | 139.36 | 235.82 | 2,289.03 | 4.17 | 739.10 |
| Hotel | 9.01 | 11.96 | 116.11 | 0.21 | 37.49 |
| TOTAL EMISSIONS (1bs/day) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------|---------|--------------------------|--------------------------|
| Casino | | 39.43 trips/1000 sq. ft. | 408.0016,087.44 |
| Hotel | | 2.72 trips/rooms | 300.00 816.00 |

Sum of Total Trips 16,903.44
Total Vehicle Miles Traveled 514,786.87

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 1b | s 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751-5,75 | 0 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,50 | | 0.00 | 98.60 | .1.40 |
| Lite-Heavy 8,501-10,00 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,00 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 1b. | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

| Travel | Condi | tions |
|--------|-------|-------|
| | | |

| | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|----------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work 35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Commercial (Casino Hotel | by land ι | ıse) | | 5.0 5.0 | 2.5 | 92.5 92.5 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off. The landscape year changed from 2005 to 2020.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2020. The home based work selection item changed from 7 to 6. The home based shopping trip speed changed from 30 to 50. The home based shopping selection item changed from 7 to 10. The home based shopping urban trip length changed from 4.6 to 35.5. The home based other trip speed changed from 30 to 50. The home based other selection item changed from 7 to 10. The home based other urban trip length changed from 6.1 to 35.5. The commercial based commute selection item changed from 7 to 6. The commercial based non-work trip speed changed from 30 to 50. The commercial based non-work selection item changed from 7 to 10. The commercial based non-work urban trip length changed from 5.0 to 35.5. The commercial based non-work rural trip length changed from 10 to 35.5. The commercial based customer trip speed changed from 30 to 50. The commercial based customer selection item changed from 7 to 10. The commercial based customer urban trip length changed from 5.0 to 35.5. The commercial based customer rural trip length changed from 10 to 35.5.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term cor Project Name: Graton Alt C - NE Stoney Point Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | | | |
|--|--------------|---------------|--------------|-------------|------------------------|-------------------------|-----------------------|
| *** 2007 *** TOTALS (lbs/day,unmitigated) | ROG 30.22 | NOx 219.94 | CO 242.49 | SO2 0.06 | PM10 TOTAL 72.53 | PM10 EXHAUST 8.37 | PM10 DUST 64.16 |
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 51.43 | NOx 156.34 | CO 202.26 | SO2 0.00 | PM10 TOTAL 6.28 | PM10 EXHAUST 5.80 | PM10 DUST 0.48 |
| *** 2009 *** TOTALS (lbs/day,unmitigated) | ROG 17.12 | NOx 105.14 | CO 144.84 | SO2 0.00 | PM10 TOTAL 4.21 | PM10 EXHAUST 3.97 | PM10 DUST 0.24 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term con Project Name: Graton Alt C - NE Stoney Point Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMAT | res | | | | | | |
|--|-------------|--------------|-------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 2.04 | NOx 14.35 | CO 16.42 | SO2 0.00 | PM10 TOTAL 4.10 | PM10 EXHAUST 0.56 | PM10 DUST 3.54 |
| *** 2008 *** TOTALS (tpy, unmitigated) | ROG 3.27 | NOx 16.01 | CO 21.07 | SO2 0.00 | PM10 TOTAL 0.65 | PM10 EXHAUST 0.61 | PM10 DUST 0.04 |
| *** 2009 *** TOTALS (tpy, unmitigated) | ROG 0.57 | NOx 3.47 | CO 4.78 | SO2 0.00 | PM10 TOTAL 0.14 | PM10 EXHAUST 0.13 | PM10 DUST 0.01 |

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term con Project Name: Graton Alt C - NE Stoney Point Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day ~ Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 27

Total Land Use Area to be Developed: 66 acres
Maximum Acreage Disturbed Per Day: 6.4 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 558000

| CONSTRUCTION | EMISSION | ESTIMATES | INMITTIGATED | (lbs/day) |
|--------------|----------|-----------|--------------|-----------|

| CONSTRUCTION EMISSION ESTIMA | TES UNMIT | GATED (10s | s/day) | | m | A | |
|---|---------------|------------|--------|--------------|-------|---------|-------|
| _ | | | 20 | 200 | PM10 | PM10 | PM10 |
| Source | ROG | NOx | CO | S02 | TOTAL | EXHAUST | DUST |
| *** 2007*** | | | | | | | |
| Phase 1 - Demolition Emissic | | | | | 0.00 | | 0.00 |
| Fugitive Dust | - | - | | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emiss | sions | | | | | | |
| Fugitive Dust | _ | _ | _ | | 64.00 | _ | 64.00 |
| Off-Road Diesel | 27.87 2.00 | 184.73 | 226.96 | - | 7.51 | 7.51 | 0.00 |
| On-Road Diesel | 2.00 | 34.76 | 7.46 | 0.06 | 0.99 | 0.85 | 0.14 |
| Worker Trips | 0.35 | 0.45 | 8.07 | 0.00 | 0.03 | 0.01 | 0.02 |
| Maximum lbs/day | 30.22 | 219.94 | 242.49 | 0.06 | 72.53 | 8.37 | 64.16 |
| these 2 Building Construct | | | | | | | |
| Phase 3 - Building Construct Bldg Const Off-Road Diesel | 16.00 | 113.54 | 124.19 | · _ | 4.71 | 4.71 | 0.00 |
| | 1.33 | 0.81 | 17.14 | 0.00 | 0.25 | 0.01 | 0.24 |
| Bldg Const Worker Trips Arch Coatings Off-Gas | 0.00 | 0.01 | 1).14 | 0.00 | 0.23 | 0.01 | 0.24 |
| | 0.00 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 |
| | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | |
| Maximum lbs/day | 17.34 | 114.35 | 141.33 | 0.00 | 4.97 | 4.73 | 0.24 |
| Max lbs/day all phases | 30.22 | 219.94 | 242.49 | 0.06 | 72.53 | 8.37 | 64.16 |
| | | | | | | | |
| *** 2008*** | | | | | | | |
| Phase 1 - Demolition Emissio | ns | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emiss | ione | | | | | | |
| Fugitive Dust | - | _ | _ | _ | 0.00 | | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Fugitive Dust Off-Road Diesel On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| - | | | | | | | |
| Phase 3 - Building Construct | | 100 00 | | | 4 00 | | |
| Bldg Const Off-Road Diesel | | 108.88 | 127.09 | . | 4.26 | 4.26 | 0.00 |
| Bldg Const.Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 32.97 | | | | | | |
| Arch Coatings Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0.25 | 0.01 | 0.24 |
| Asphalt Off-Gas | 0.25 | - | - | - | | | |
| Asphalt Off-Road Diesel | 7.41 | 46.00 | 61.26 | | 1.50 | 1.50 | 0.00 |
| Asphalt On-Road Diesel | 0.06 | 0.92 | 0.24 | 0.00 | 0.03 | 0.03 | 0.00 |
| Asphalt On-Road Diesel Asphalt Worker Trips Maximum lbs/day | 0.05 | 0.02 | 0.54 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 51.43 | 156.34 | 202.26 | 0.00 | 6.28 | 5.80 | 0.48 |
| Max 1bs/day all phases | 51.43 | 156.34 | 202.26 | 0.00 | 6.28 | 5.80 | 0.48 |
| = = | | | | | | | |

| Phase 1 - Demolition Emission | ıs | | | | | | |
|-------------------------------|-------|--------|--------|------|------|-------|------|
| Fugitive Dust | - | - | - | - | 0.00 | ~ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | .0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0:00 | 0.00 | 0.00 | 0:00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissi | ions | | | | | | |
| Pugitive Dust | - | _ | ~ | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum 1bs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Constructi | ion | - | | | | | • |
| Bldg Const Off-Road Diesel | 16.00 | 104.44 | 130.11 | - | 3.96 | 3.96 | 0.00 |
| Bldg Const Worker Trips | 1.12 | 0.69 | 14.74 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 0.00 | _ | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | _ | - | _ | - | - | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 17.12 | 105.14 | 144.84 | 0.00 | 4.21 | 3.97 | 0.24 |
| Max lbs/day all phases | 17.12 | 105.14 | 144.84 | 0.00 | 4.21 | 3.97 | 0.24 |

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions Start Month/Year for Phase 2: Jun '07 Phase 2 Duration: 5 months On-Road Truck Travel (VMT): 1326

Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|-----|--------------------------|------------|-------------|-----------|
| . 2 | Crawler Tractors | 143 | 0.575 | 8.0 |
| 3 | Graders | 174 | 0.575 | 8.0 |
| ĩ. | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 2 | Other Equipment | 190 | 0.620 | 8.0 |
| 2 | Rubber Tired Loaders | 165 | 0.465 | 8.0 |
| 2 | Scrapers | 313 | 0.660 | 8.0 |
| 3 | Tractor/Loaders/Backhoes | 79 | 0.465 | 8.0 |

Phase 3 - Building Construction Assumptions Start Month/Year for Phase 3: Nov '07 Phase 3 Duration: 22 months

Start Month/Year for SubPhase Building: Nov '07

SubPhase Building Duration: 17 months

Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|-----|--------------------------|------------|-------------|-----------|
| 3 | Concrete/Industrial saws | 84 | 0.730 | 8.0 |
| 2 | Cranes | 190 | 0.430 | 8.0 |
| 3 | Other Equipment | 190 | 0.620 | 8.0 |
| ž | Rough Terrain Forklifts | 94 | 0.475 | 8.0 |
| . 2 | Tractor/Loaders/Backhoes | 79 | 0.465 | 8.0 |

Start Month/Year for SubPhase Architectural Coatings: Mar '08

| SubPhase A Start Mont | h/Year for SubPhase Arch rchitectural Coatings Du h/Year for SubPhase Asph | ration: 2 months alt: May '08 | Mar '08 | |
|--------------------------|--|----------------------------------|-------------|-----------|
| SubPhase A | sphalt Duration: 3 month | .S | | |
| Acres to b | e Paved: 6.4 | | | |
| Off-Road E | quipment | | | |
| No. T∨ | pe | Horsepower | Load Factor | Hours/Day |
| 2 Pa | vers | 132 | 0.590 | 8.0 |
| | ving Equipment | 111 | 0.530 | 8.0 |
| | llers | 114 | 0.430 | 8.0 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Hotel changed from 5 to 0
The Primary Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 5
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013

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URBEMIS 2002 For Windows 8.7.0

File Name:

Project Name:

Project Location:

On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term.urb
Stoney Point Near Term
San Francisco Bay Area
On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term.urb
San Francisco Bay Area
On-Road Motor Vehicle Emissions

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|------------|--------|----------|------|--------|
| | ROG | NOx | co | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 2.60 | 3.86 | 4.68 | 0.00 | 0.01 |
| | - | | | | 0.01 |
| TOTALS (lbs/day, mitigated) | 2.50 | 3.09 | 3.74 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| | | | | | |
| TOTALS (1bs/day, unmitigated) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |
| | | | | | |
| TOTALS (lbs/day, mitigated) | 361.01 | 693.68 | 6,070.07 | 4.21 | 744.42 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| | ROG | NOx | co | SOZ | PM10 |
| momato (1ha/day upmitigated) | 380.18 | 729.98 | 6,359.26 | 4.41 | 779.24 |
| TOTALS (lbs/day,unmitigated) | | | | | |
| TOTALS (lbs/day, mitigated) | 363.52 | 696.77 | 6,073.81 | 4.21 | 744.43 |
| - | | | | | |

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term.urb
Project Name:

Graton Alt C - NE Stoney Point Near Term
Project Location:

San Francisco Bay Area
On-Road Motor Vehicle Emissions

Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATE | | | 20 | SO2 | PM10 | • |
|---|---------------------|---------------------|--------------|------|--------------|---|
| TOTALS (tpy, unmitigated) TOTALS (tpy, mitigated) | ROG 0.35 0.33 | NOx 0.70 0.56 | 0.72 0.58 | 0.00 | 0.00 0.00 | |
| OPERATIONAL (VEHICLE) EMISSIO | N ESTIMA | TES | | | | |
| · | ROG | NOx | CO | SO2 | PM10 | |
| TOTALS (tpy, unmitigated) | 77.19 | 155.05 | 1,176.36 | 0.80 | 142.21 | |
| TOTALS (tpy, mitigated) | 73.78 | 148.12 | 1,123.70 | 0.76 | 135.86 | |
| SUM OF AREA AND OPERATIONAL E | | | | | m.e. 0 | |
| | ROG | NOx | CO | S02 | PM10 | |
| TOTALS (tpy, unmitigated) | 77.54 | 155.75 | 1,177.08 | 0.80 | 142.21 | |
| TOTALS (tpy, mitigated) | 74.11 | 148.69 | 1,124.28 | 0.76 | 135.86 | |

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-near term.urb File Name:

Project Name: Project Location: Graton Alt C - NE Stoney Point Near Term

San Francisco Bay Area

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | | Day, Unmiti | | |
|--------------------------------|---------|------------|-------------|-----------|------|
| Source | ROG | NOx | CO | S02 | PM10 |
| Natural Gas | 0.28 | 3.85 | 3.23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 2.10 | - | | - | - |
| TOTALS(lbs/day,unmitigated) | 2.60 | 3.86 | 4.68 | 0.00 | 0.01 |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitiga | ted) | |
| Source | ROG | NOx | co | SO2 | PM10 |
| Natural Gas | 0.22 | 3.08 | 2.59 | a | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | | 0.01 | 1.15 | 0.00 | 0.00 |
| | 0.18 | 0.01 | 1.13 | 0.00 | 0.00 |
| Consumer Prdcts | 0.18 | 0.01 | 1.15 | 0.00 | 0.00 |
| | | | - | 0.00 - | |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24

Percent Reduction: 20
Commercial Increase Efficiency Beyond Title 24
Percent Reduction: 20
Industrial Increase Efficiency Beyond Title 24

Percent Reduction: 20 Residential Electric Landscape Maintenance Equipment

Percent Reduction: 20 Commercial/Industrial Electric Landscape Maintenance Equipment Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 356.05 21.52 | NOx 691.07 35.05 | CO 6,047.82 306.76 | SO2 4.20 0.21 | PM10 741.61 37.62 |
|---------------------------|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |

Includes correction for passby trips. Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 408.0016,087.44 300.00 816.00 |
| | | a 5 m - L | 10 000 44 |

16,903.44 514,786.87 Sum of Total Trips Total Vehicle Miles Traveled

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lbs | 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,750 | 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,500 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,000 | | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Travel | Conditions |
|--------|------------|
|--------|------------|

Hotel

| | Residential | | Commercial | | | |
|---------------------------|-----------------|--------|------------|---------|----------|----------|
| | Home- | Home- | Home- | | | |
| | Work | Shop | Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (| by land | i use) | | | | |
| Casino | 2 2 2000 | | | 5.0 | 2.5 | 92.5 |
| Hotel | | | | 5.0 | 2.5 | 92.5 |

MITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 340.29 20.72 | NOx 660:19 33.49 | CO 5,777.05 293.03 | SO2 4.01 0.20 | PM10 708.48 35.94 |
|--|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) PERCENTAGE REDUCTION % | 361.01 4 | 693.68 4 | 6,070.07 4 | 4.21 | 744.42 4 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | | No. Units | Total Trips |
|---|---------|-----------------|-----------|--------------|----------------|
| Casino | | 37.68 trips/100 | 0 sq. ft. | 408.0015 | ,374.89 |
| (Worker Trip Rate: 36.8 Hotel (Worker Trip Rate: 2.54 | | 2.60 trips/rod | ms . | 300.00 | 779.86 |

Sum of Total Trips 16,154.75
Total Vehicle Miles Traveled 491,790.79

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lbs | 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,750 | 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,500 | 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | .0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Traver conditions | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|----------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work 35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Commercial (Casino Hotel | by land u | ise) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Showers/Changing Facilities Provided' measure was selected

The 'Guaranteed Ride Home Program Provided' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
Mitigation measure Residential Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Industrial Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure Residential Electric Landscape Maintenance Equipment
has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
has been changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on.
The operational emission year changed from 2005 to 2008.
The home based work selection item changed from 7 to 6.
The home based shopping trip speed changed from 30 to 50.
The home based shopping selection item changed from 7 to 10.
The home based shopping urban trip length changed from 4.6 to 35.5.
The home based other trip speed changed from 30 to 50.
The home based other urban trip length changed from 7 to 10.
The home based other urban trip length changed from 6.1 to 35.5.
The commercial based commute selection item changed from 7 to 6.
The commercial based non-work trip speed changed from 30 to 50.
The commercial based non-work selection item changed from 7 to 10.
The commercial based non-work urban trip length changed from 5.0 to 35.5.
The commercial based customer trip speed changed from 30 to 50.
The commercial based customer selection item changed from 5.0 to 35.5.
The commercial based customer selection item changed from 7 to 10.
The commercial based customer urban trip length changed from 5.0 to 35.5.
The commercial based customer urban trip length changed from 5.0 to 35.5.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transi Service Mitigation changed from off to on.
The Res and Non-Res Transi Demand Mgmt Measures Mitigation changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-long term.urb
Project Name:

Graton Alt C - NE Stoney Point Long Term
Project Location:

San Francisco Bay Aréa
On-Road Motor Vehicle Emissions

Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | 200 | 110 | 00 | co2 | PM1.0 | | | |
|--|------------------|-------------|------------|-------------|--------|--|--|--|
| TOTALS (lbs/day,unmitigated) | ROG 2.56 | NOx 3.87 | CO 4.50 | SO2 0.00 | 0.01 | | | |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES ROG | NOx | CO | S02 | PM10 | | | |
| TOTALS (lbs/day,unmitigated) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 | | | |
| SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES | | | | | | | | |
| | ROG | NOx | √ CO | SO2 | PM10 | | | |
| TOTALS (lbs/day,unmitigated) | 150.93 | 251.65 | 2,409.63 | 4.38 | 776.60 | | | |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-long term.urb
Project Name: Graton Alt C - NE Stoney Point Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|--------------------------------|--------|-----------|--------|------|--------|
| | ROG | NOx | CO | \$02 | PM10 |
| TOTALS (tpy, unmitigated) | 0.34 | 0.70 | 0.70 | 0.00 | 0.00 |
| | | | | | |
| OPERATIONAL (VEHICLE) EMISSION | FSTIM | ΔTES | | | |
| OPERATIONAL (VENICEE) EMISSION | ROG | NOx | co | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 30.23 | 52.91 | 441.91 | 0.79 | 141.73 |
| WAL OR ADD IND ORDERADIONAL EM | TCCTON | ECHTMANDE | | | |
| SUM OF AREA AND OPERATIONAL EM | | ESTIMATES | | 000 | PM10 |
| | ROG | NOx | CO | S02 | |
| TOTALS (tov. unmitigated) | 30.58 | 53.61 | 442.61 | 0.79 | 141.73 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

Project Name:

Project Location:

On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt C-long term.urb

File Name:

Graton Alt C - NE Stoney Point Long Term

San Francisco Bay Area

On-Road Motor Vehicle Emissions

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmit | igated) | |
|--------------------------------|---------|------------|------------|---------|------|
| Source | ROG | NOx | C0 | S02 | PM10 |
| Natural Gas | 0.28 | 3.85 | 3,23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 2.10 | - | | _ | - |
| TOTALS (lbs/day.unmitigated) | 2.56 | . 3.87 | 4,50 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 139.36 9.01 | NOx 235.82 11.96 | CO 2,289.03 116.11 | SO2 4:17 0.21 | PM10 739.10 37.49 |
|---------------------------|-----------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 |

Includes correction for passby trips. Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | | No. Units | Total Trips |
|-----------------|---------|--|-------|-------------------|--------------------|
| Casino Hotel | | 39.43 trips/1000 sq. 2.72 trips/rooms | £t. | 408.001 300.00 | 6,087.44 816.00 |
| | | Sum of ' | Total | Trips 1 | 6,903.44 |

Sum of Total Trips 16,903.44
Total Vehicle Miles Traveled 514,786.87

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 1bs | 5 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751- 5,750 | 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,500 | 7.30 | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.80 | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 lbs | 5 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

| Travel (| Conditions |
|----------|------------|
|----------|------------|

| | F | Residentia | L | | Commercial | |
|--|-----------------------|-----------------------|------------------------|--------------|------------------|--------------|
| Urban Trip Length (miles) | Home- Work 11.8 | Home- Shop 35.5 | Home- Other 35.5 | Commute | Non-Work 35.5 | 35.5 |
| Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | 30.0 | 10.0 50.0 21.2 | 10.0 50.0 51.5 | 15.0 30.0 | 35.5 50.0 | 35.5 50.0 |
| % of Trips - Commercial (Casino Hotel | by land ι | ıse) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off. The landscape year changed from 2005 to 2020.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2020.

The home based work selection item changed from 7 to 6.

The home based shopping trip speed changed from 30 to 50.

The home based shopping selection item changed from 7 to 10.

The home based other trip speed changed from 30 to 50.

The home based other trip speed changed from 30 to 50.

The home based other urban trip length changed from 7 to 10.

The home based other urban trip length changed from 6.1 to 35.5.

The commercial based commute selection item changed from 7 to 6.

The commercial based non-work trip speed changed from 30 to 50.

The commercial based non-work selection item changed from 50 to 50.

The commercial based non-work urban trip length changed from 5.0 to 35.5.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer trip speed changed from 7 to 10.

The commercial based customer trip speed changed from 7 to 10.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer rural trip length changed from 5.0 to 35.5.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-near torm con Project Name: Graton Alt D - Reduced Density Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | | • | |
|---|--------------|---------------|----------------|-------------|------------------------|-------------------------|-----------------------|
| *** 2007 *** TOTALS (lbs/day,unmitigated) | ROG 27.69 | NOx 199.99 | CO - 216.21 | SO2 0.07 | PM10 TOTAL 46.96 | PM10 EXHAUST 7.79 | PM10 DUST 39.17 |
| *** 2008 *** | ROG | NOx | co | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
| TOTALS (lbs/day,unmitigated) | 25.69 | 99.56 | 127.10 | 0.00 | 4.03 | 3.73 | 0.30 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-near torm cor Project Name:

Graton Alt D - Reduced Density Near Term Const
Project Location:

San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMAT | ES | | | | | • | |
|---|-------------|-------------|------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 1.25 | NOx 8.86 | CO 9.78 | SO2 0.00 | PM10 TOTAL 1.30 | PM10 EXHAUST 0.36 | PM10 DUST 0.94 |
| *** 2008 *** | ROG | NOx | co | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
| TOTALS (tpv. unmitigated) | 2.08 | 10.27 | 13.39 | 0.00 | 0.43 | 0.40 | 0.03 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-near term con

Graton Alt D - Reduced Density Near Term Const San Francisco Bay Area Project Name:

Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 24

Total Land Use Area to be Developed: 66 acres Maximum Acreage Disturbed Per Day: 3.9 acres Single Family Units: 0 Multi-Family Units: 0

Retail/Office/Institutional/Industrial Square Footage: 343000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (1bs/day)

| | | • | | | PM10 | PM10 | PM10 |
|---|-------|--------|---------|--------------|-------|---------|-------|
| Source | ROG | NOx | co | 502 | TOTAL | EXHAUST | DUST |
| *** 2007*** | ***** | | | | - + | | |
| Phase 1 - Demolition Emission | ons | | | | | | |
| Fugitive Dust | _ | _ | _ | · _ | 6.64 | _ | 6.64 |
| Off-Road Diesel | 10.75 | 79.71 | 81.01 | _ | 3.45 | 3.45 | 0.00 |
| On-Road Diesel | 1.33 | 19.15 | 4.94 | 0.04 | 0.65 | 0.56 | 0.09 |
| Worker Trips | 0.06 | 0.10 | 1.73 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 12.14 | 98.96 | 87.68 | 0.04 | 10.75 | 4.01 | 6.74 |
| Maximum 1537 day | 12.14 | 50.50 | 07.00 | 0.04 | 15.15 | 4.01 | 0.74 |
| Phase 2 - Site Grading Emiss | sions | | | | | | |
| Fugitive Dust | - | _ | _ | _ | 39.00 | _ | 39.00 |
| Off-Road Diesel | 25.45 | 168.99 | 207.19 | _ | 6.88 | 6.88 | 0.00 |
| On-Road Diesel | 2.15 | 30.96 | 7.99 | 0.07 | 1.06 | 0.91 | 0.15 |
| Worker Trips | 0.09 | 0.04 | 1.03 | 0.00 | 0.02 | 0.00 | 0.02 |
| Maximum 1bs/day | | 199.99 | 216.21 | 0.07 | 46.96 | 7.79 | 39.17 |
| Maximum 1057 day | 27.03 | 100.00 | 210.21 | 0.07 | 40.50 | 1.72 | 33.11 |
| Phase 3 - Building Construct | ri on | | | | | | |
| Bldg Const Off-Road Diesel | 10.62 | 76.09 | 81.91 | _ | 3.19 | 3.19 | 0.00 |
| Bldg Const Worker Trips | 0.85 | 0.51 | 10.87 | 0.00 | 0.16 | 0.01 | 0.15 |
| Arch Coatings Off-Gas | 0.00 | 0.51 | 10.67 | 0.00 | 0.10 | 0.01 | 0.15 |
| Arch Coatings Ull-Gas Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | | | 0.00 | | | | |
| Maximum lbs/day | 11.47 | 76.60 | 92.77 | 0.00 | 3.35 | 3.20 | 0.15 |
| M 11 13 11 11 11 11 11 11 11 11 11 11 11 | 07.60 | 100 00 | 21 6 21 | 0.00 | 46.06 | 7 70 | 20.17 |
| Max lbs/day all phases | 27.69 | 199.99 | 216.21 | 0.07 | 46.96 | 7.79 | 39.17 |
| | | | | | | | |
| *** 2008*** | | | | | | | |
| | | | | | | | |
| Phase 1 - Demolition Emissic | ns | | | , | | | 0.00 |
| Fugitive Dust | | | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| -1: A -1: - 1: m:1 | , | | | • | | | |
| Phase 2 - Site Grading Emiss | ions | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | | |
| Phase 3 - Building Construct | | | | | | | |
| Bldg Const Off-Road Diesel | 10.62 | 72.88 | 83.96 | - | 2.88 | 2.88 | 0.00 |
| Bldg Const Worker Trips | 0.78 | 0.48 | 10.13 | 0.00 | 0.16 | 0.01 | 0.15 |
| Arch Coatings Off-Gas | 13.51 | | | | | | |
| Arch Coatings Worker Trips | 0.78 | 0.48 | 10.13 | 0.00 | 0.16 | 0.01 | 0.15 |
| Asphalt Off-Gas | 0.23 | | | - | | | |
| Asphalt Off-Road Diesel | 4.14 | 25.51 | 34.30 | - | 0.82 | 0.82 | 0.00 |
| Asphalt On-Road Diesel | 0.06 | 0.84 | 0.22 | 0.00 | 0.02 | 0.02 | 0.00 |
| Asphalt Worker Trips | 0.03 | 0.01 | 0.30 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 25.69 | 99.56 | 127.10 | 0.00 | 4.03 | 3.73 | 0.30 |
| | | | | | | | |
| Max lbs/day all phases | 25.69 | 99.56 | 127.10 | 0.00 | 4.03 | 3.73 | 0.30 |
| | | | | | | | |

Phase 1 - Demolition Assumptions Start Month/Year for Phase 1: Jun '07 Phase 1 Duration: 1 months Building Volume Total (cubic feet): 210000 Building Volume Daily (cubic feet): 15813.06 On-Road Truck Travel (VMT): 879 Off-Road Equipment Horsepower Load Factor Hours/Day No. Type Other Equipment 190 0.620 8.0 2 Rubber Tired Dozers 352 0.590 8.0 8.0 Rubber Tired Loaders 165 0.465 Phase 2 - Site Grading Assumptions Start Month/Year for Phase 2: Jul '07 Phase 2 Duration: 2 months On-Road Truck Travel (VMT): 1420.5 Off-Road Equipment No. Туре Horsepower Load Factor Hours/Day Crawler Tractors 143 0.575 8.0 174 0.575 8.0 2 Graders 417 0.490 8.0 Off Highway Trucks 1 190 0.620 Other Equipment Rubber Tired Loaders 0.465 8.0 2 0.660 8.0 313 2 Scrapers Tractor/Loaders/Backhoes 0.465 8.0 Phase 3 - Building Construction Assumptions Start Month/Year for Phase 3: Sep '07 Phase 3 Duration: 21 months Start Month/Year for SubPhase Building: Sep '07 SubPhase Building Duration: 16 months Off-Road Equipment Туре Load Factor Hours/Day Horsepower No. 0.730 8.0 2 Concrete/Industrial saws 84 190 0.430 8.0 1 Cranes Other Equipment Rough Terrain Forklifts 190 0.620 8.0 94 0.475 8.0 Tractor/Loaders/Backhoes 79 0.465 8.0 Start Month/Year for SubPhase Architectural Coatings: Jan '08 SubPhase Architectural Coatings Duration: 3 months Start Month/Year for SubPhase Asphalt: Apr '08 SubPhase Asphalt Duration: 2 months

SubPhase Asphalt Duration: 2 months
Acres to be Paved: 3.9
Off-Road Equipment
No. Type H
1 Pavers

| No. | Туре | Horsepower | Load Factor | Hours/Day |
|-----|------------------|------------|-------------|-----------|
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Paving Equipment | 111 | 0.530 | 8.0 |
| 2 | Rollers | 114 | 0.430 | 8.0 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 5
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-near term.urb Graton Alt D - Reduced Density Near Term San Francisc Bay Area

File Name: C:\Program Files\URBEMIS 2002 V
Project Name: Graton Alt D - Reduced Density
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|-------------|--------|----------|------|--------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 0.36 | 1.29 | 2.52 | 0.00 | 0.01 |
| TOTALS (lbs/day, mitigated) | 0.30 | 1.03 | 2.02 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 262.87 | 507.97 | 4,445.42 | 3.09 | 545.12 |
| TOTALS (lbs/day, mitigated) | 251.28 | 485.27 | 4,246.39 | 2.95 | 520.77 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EM: | ISSION ESTI | MATES | | | |
| | ROG | NOx | co | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 263.23 | 509.26 | 4,447.94 | 3.09 | 545.13 |
| TOTALS (lbs/day, mitigated) | 251.58 | 486.31 | 4,248.40 | 2.95 | 520.77 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

Project Name:

Project Location:

On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-near term.urb

Project Location:

San Francisco Bay Area

On-Road Motor Vehicle Emissions

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATE | ES | | | | |
|-------------------------------|-----------|-----------|--------|------|-------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 0.04 | 0.23 | 0.33 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 0.04 | 0.19 | 0.26 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSIO | N ESTIMAT | res | | | |
| | ROG | NOx | CO | 502 | PM10 |
| TOTALS (tpy, unmitigated) | 53.85 | 108.47 | 822.94 | 0.56 | 99.48 |
| TOTALS (tpy, mitigated) | 51.46 | 103.62 | 786.10 | 0.53 | 95.04 |
| SUM OF AREA AND OPERATIONAL E | MISSION H | ESTIMATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 53.89 | 108.70 | 823.26 | 0.56 | 99.49 |
| TOTALS (tpy, mitigated) | 51.49 | 103.81 | 786.36 | 0.53 | 95.04 |

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-near term.urb File Name:

Graton Alt D - Reduced Density Near Term San Francisco Bay Area

Project Name: Graton Alt D - Reduced Density
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES Source Natural Gas | (Summer ROG 0.09 | Pounds per NOx 1.28 | Day, Unmit CO 1.08 | tigated) SO2 0 | PM10 0.00 |
|--|------------------------|---------------------------|--------------------------|----------------------|--------------|
| Hearth - No summer emissions Landscaping | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | _ |
| Architectural Coatings | 0.05 | · - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 0.36 | 1.29 | 2.52 | 0.00 | 0.01 |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitig | gated) | |
| | | *** | CO | S02 | |
| Source | ROG | NOx | CO | 502 | PM10 |
| = | 0.07 | 1.03 | 0.86 | . 502 | 0.00 |
| Natural Gas | | | | | |
| Natural Gas Hearth - No summer emissions | | | | | |
| Natural Gas Hearth - No summer emissions Landscaping | 0.07 | 1.03 | 0.86 | 0 | 0.00 |
| Natural Gas Hearth - No summer emissions | 0.07 | 1.03 | 0.86 | 0 | 0.00 |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24

Percent Reduction: 20
Commercial/Increase Efficiency Beyond Title 24
Percent Reduction: 20

rercent Reduction: 20
Industrial Increase Efficiency Beyond Title 24
Percent Reduction: 20
Residential Electric Landscape Maintenance Equipment
Percent Reduction: 20
Commercial/Industrial Electric Landscape Maintenance Equipment
Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM10 |
|---------------------------|--------|--------|----------|------|--------|
| Casino | 255.70 | 496:28 | 4,343.16 | 3.01 | 532.58 |
| Hotel | 7.17 | 11.68 | 102.25 | 0.07 | 12.54 |
| | | | | | |
| TOTAL EMISSIONS (lbs/day) | 262.87 | 507.97 | 4,445.42 | 3.09 | 545.12 |

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 293.0011,552.99 100.00 272.00 |
| | | Sum of Total Total Total Vehicle Miles Trave | |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 1bs | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | 0 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | s 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Trave1 | Conditions |
|--------|------------|
| | |

| | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|------------------------------------|----------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work 0 35.5 35.5 50.0 | 35.5 35.5 50.0 |
| % of Trips - Commercial () Casino Hotel | by land u | se) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

MITIGATED OPERATIONAL EMISSIONS.

| Casino Hotel | ROG 244.38 6.91 | NOX 474.11 11.16 | CO 4,148.71 97.68 | SO2 2.88 0.07 | PM10 508.79 11.98 |
|--|-----------------------|------------------------|-------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (1bs/day) PERCENTAGE REDUCTION % | 251.28 | 485.27 | 4,246.39 | 2.95 | 520.77 |
| | 4 | 4 | 4 | 4 | 4 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|---|---------|--------------------------|--------------------------|
| Casino | 26 011 | 37.68 trips/1000 sq. ft. | 293.0011,041.28 |
| (Worker Trip Rate: Hotel (Worker Trip Rate: | | 2.60 trips/rooms | 100.00 259.95 |
| | | | |

Sum of Total Trips 11,301.23
Total Vehicle Miles Traveled 344,037.73

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lbs | 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,750 | 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,500 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

Travel Conditions

| Travel Conditions | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|------------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work (35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Commercial (Casino Hotel | by land u | ıse) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures ________

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Showers/Changing Facilities Provided' measure was selected
The 'Guaranteed Ride Home Program Provided' measure was selected
The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

```
Changes made to the default values for Land Use Trip Percentages
```

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
Mitigation measure Residential Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Industrial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Residential Electric Landscape Maintenance Equipment
 has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
 has been changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on. The operational emission year changed from 2005 to 2008. The home based work selection item changed from $\,7\,$ to $\,6\,$. The home based shopping trip speed changed from 30 to 50. The home based shopping selection item changed from 7 to 10. The home based shopping urban trip length changed from 4.6 to 35.5. The home based other trip speed changed from 30 to 50. The home based other selection item changed from 7 to 10. The home based other urban trip length changed from 6.1 to 35.5. The commercial based commute selection item changed from 7 to 6. The commercial based non-work trip speed changed from 30 to 50. The commercial based non-work selection item changed from 7 to 10. The commercial based non-work urban trip length changed from 5.0 to 35.5. The commercial based non-work rural trip length changed from 10 to 35.5. The commercial based customer trip speed changed from 30 to 50. The commercial based customer selection item changed from 7 to 10. The commercial based customer urban trip length changed from 5.0 to 35.5. The commercial based customer rural trip length changed from 10 to 35.5. The Res and Non-Res Local-Serving Retail Mitigation changed from off to on. The Res and Mon-Res Transit Service Mitigation changed from off to on. The Res and Non-Res Ped/Bike Mitigation changed from off to on. The Res and Non-Res Trans Demand Mgmt Measures Mitigation changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8:7\Projects2k2\Graton V3\Graton-Alt D-long term.urb
Project Name: Graton Alt D - Reduced Density Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|------------|--------|----------|------|--------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (1bs/day,unmitigated) | 0.32 | 1.30 | 2.34 | 0.00 | 0.00 |
| | | | | | |
| | | | | | į. |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | NOx | CO | 502 | PM10 |
| | | | | | |
| TOTALS (lbs/day,unmitigated) | 103.08 | 173.34 | 1,682.54 | 3.06 | 543.27 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| | ROG | NOx | co | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 103.40 | 174.64 | 1,684.88 | 3.07 | 543.27 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

Project Name:

Project Location:

On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-long torm.urb

Reduced Density Long Term

San Francisco Bay Area

On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-long torm.urb

File Name:

Graton Alt D - Reduced Density Long Term

San Francisco Bay Area

On-Road Motor Vehicle Emissions

Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | | NO | 20 | S02 | PM10 |
|--------------------------------|---------------|------------------|--------|-------------|-------|
| TOTALS (tpy, unmitigated) | ROG 0.04 | NOx 0.24 | 0.31 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | | | | 202 | PM10 |
| TOTALS (tpy, unmitigated) | ROG 21.06 | NOx 37.01 | 309.14 | SO2 0.56 | 99.15 |
| SUM OF AREA AND OPERATIONAL EM | ISSION ROG | ESTIMATĒS NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 21.10 | 37.25 | 309.45 | 0.56 | 99.15 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt D-long t0rm.urb
Project Name: Graton Alt D - Reduced Density Long Term
Project Location: San Francisco Bdy Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmit | igated) | |
|--------------------------------|---------|------------|------------|---------|------|
| Source | ROG | NOx | 03 | S02 | PM10 |
| Natural Gas | 0.09 | 1.28 | 1.08 | 0 | 0.00 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 0.05 | - | _ | - | - |
| TOTALS(1bs/day.upmitigated) | 0.32 | 1.30 | 2.34 | 0.00 | 0.00 |

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 100.08 3.00 | NOx 169:35 3.99 | CO 1,643.84 38.70 | SO2 2.99 0.07 | PM10 530.77 12.50 |
|---------------------------|-----------------------|-----------------------|-------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 103.08 | 173.34 | 1,682.54 | 3.06 | 543.27 |

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip | Rate | No. Total Units Trips |
|-----------------|---------|------|--|----------------------------------|
| Casino Hotel | | | trips/1000 sq. ft. trips/rooms | 293.0011,552.99 100.00 272.00 |
| | | То | Sum of Total Tr tal Vehicle Miles Trave | |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 lbs | 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751- 5,750 | 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,500 | 7.30 | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.80 | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 1bs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

Travel Conditions

| | Residential | | | Commercial | | | |
|---------------------------------------|-------------|-------|--------|------------|----------|----------|--|
| | Home- | Home- | Home - | | | | |
| | Work | Shop | Other | Commute | Non-Work | Customer | |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 | |
| Rural Trip Length (miles) | | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 | |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 . | 50.0 | 50.0 | |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | | |
| % of Trips - Commercial (by land use) | | | | | | | |
| Cásino | | | | 5.0 | 2.5 | 92.5 | |
| Hotel | | | | 5.0 | 2.5 | 92.5 | |
| | | | | | | | |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.

The landscape year changed from 2005 to 2020.

The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2020.

The home based work selection item changed from 7 to 6.

The home based shopping trip speed changed from 30 to 50.

The home based shopping selection item changed from 7 to 10.

The home based other trip speed changed from 30 to 50.

The home based other trip speed changed from 30 to 50.

The home based other selection item changed from 7/to 10.

The commercial based commute selection item changed from 6.1 to 35.5.

The commercial based non-work trip speed changed from 30 to 50.

The commercial based non-work selection item changed from 7 to 6.

The commercial based non-work selection item changed from 7 to 10.

The commercial based non-work urban trip length changed from 5.0 to 35.5.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer urban trip length changed from 5.0 to 35.5.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near term cor Project Name: Graton Alt E- Business Park Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | | | |
|--|--------------|--------------|--------------|--------------|------------------------|---------------------------|-----------------------|
| *** 2007 *** TOTALS (1bs/day,unmitigated) | ROG 13.57 | NOx 98.96 | CO 108.17 | SO2 0.04 | PM10 TOTAL 61.10 | PM10 EXHAUST · 4.01 | PM10 DUST 57.09 |
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 60.21 | NOx 38.67 | CO 54.70 | SO2 0.00 | FM10 TOTAL 1.86 | PM10 EXHAUST 1.64 | PM10 DUST 0.22 |
| *** 2009 *** TOTALS (lbs/day,unmitigated) | ROG 2.66 | NOx 14.31 | CO 19.44 | \$02 0.00 | PM10 TOTAL 0.39 | PM10 EXHAUST 0.39 | PM10 DUST 0.00 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near torm con Project Name: Graton Alt E- Business Park Near Term Const Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMA | TES | | | | | • | |
|--|-------------|-------------|------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 0.88 | NOx 6.22 | CO 6.91 | SO2 0.00 | PM10 TOTAL 2.83 | PM10 EXHAUST 0.25 | PM10 DUST 2.58 |
| *** 2008 *** TOTALS (tpy, unmitigated) | ROG 1.38 | NO× 4.41 | CO 6.21 | SO2 0.00 | PM10 TOTAL 0.20 | PM10 EXHAUST 0.18 | PM10 DUST 0.02 |
| *** 2009 *** TOTALS (tpy, unmitigated) | ROG 0.02 | NOx 0.15 | CO 0.21 | SO2 0.00 | PM10 TOTAL 0.00 | PM10 EXHAUST 0.00 | PM10 DUST 0.00 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near term con

Graton Alt E- Business Park Near Term Const Project Name:

Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 20

Total Land Use Area to be Developed: 66 acres Maximum Acreage Disturbed Per Day: 5.7 acres

Single Family Units: 0 Multi-Family Units: 0

Retail/Office/Institutional/Industrial Square Footage: 500000

| | | • | 2 | | | | |
|---|-------------|------------|----------|-------|---------------|-----------------|--------------|
| CONSTRUCTION EMISSION ESTIMAT | res unmitic | GATED (lbs | :/day) | | DM1 (| DW1.0 | DM2 O |
| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
| *** 2007*** | | | | | | | |
| Phase 1 - Demolition Emission | ns | | | | | | |
| Fugitive Dust | | | - | - | 6.64 | - | 6.64 |
| Off-Road Diesel | 10.75 | 79.71 | 81.01 | - | 3.45 | 3.45 | 0.00 |
| On-Road Diesel | 1.33 | 19.15 | 4.94 | 0.04 | 0.65 | 0.56 | 0.09 |
| Worker Trips | 0.06 | 0.10 | 1.73 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 12.14 | 98.96 | 87.68 | 0.04 | 10.75 | 4.01 | 6.74 |
| Phase 2 - Site Grading Emiss: | ions | | | | | | |
| Fugitive Dust | - | - | - | - | 57.00 | = | 57.00 |
| Off-Road Diesel | 12.45 | 79.69 | 103.54 | - | 3.15 | 3.15 | 0.00 |
| On-Road Diesel | 1.07 | 18.62 | 4.00 | 0.03 | 0.53 | 0.45 | 0.08 |
| Worker Trips | 0.05 | 0.03 | 0.63 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 13.57 | 98.34 | 108.17 | 0.03 | 60.69 | 3.60 | 57.09 |
| Phase 3 - Building Construct | ion | | | | | | |
| Bldg Const Off-Road Diesel | 5.23 | 39.92 | 38.72 | - | 1.78 | 1.78 | 0.00 |
| Bldg Const Worker Trips | 1.22 | 0.74 | 15.63 | 0.00 | 0.23 | 0.01 | 0.22 |
| Arch Coatings Off-Gas | 0.00 | - | - | _ | - | _ | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | - | - | - | _ | - | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 6.45 | 40.66 | 54.35 | 0.00 | 2.01 | 1.79 | 0.22 |
| Max 1bs/day all phases | 13.57 | 98.96 | 108.17 | 0.04 | 61.10 | 4.01 | 57.09 |
| | | | | | | | |
| *** 2008*** Phase 1 - Demolition Emission | 20 | | | | | | |
| Fugitive Dust | .15 | _ | _ | _ | 0.00 | _ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum 1257 day | 0.00 | 4.50 | | 27.11 | | | |
| Phase 2 - Site Grading Emiss: | ions | | | | | | 0.00 |
| Fugitive Dust | _ | _ | | _ | 0.00 | | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Constructi | | | | | | | |
| Bldg Const Off-Road Diesel | 5.23 | 37.98 | 40.13 | | 1.62 | 1.62 | 0.00 |
| Bldg Const Worker Trips | 1.12 | 0.69 | 14.57 | 0.00 | 0.23 | 0.01 | 0.22 |
| Arch Coatings Off-Gas | 59.09 | | | | | | - |
| Arch Coatings Worker Trips | 1.12 | 0.69 | 14.57 | 0.00 | 0.23 | 0.01 | 0.22 |
| Asphalt Off-Gas | 0.34 | - | - | - | 0.35 | | |
| Asphalt Off-Road Diesel | 2.24 | 12.97 | 19.01 | | 0.36 | 0.36 | 0.00 |
| Asphalt On-Road Diesel | 0.09 | 1.47 | 0.32 | 0.00 | 0.04 | 0.04 | 0.00 |
| Asphalt Worker Trips | 0.01 | 0.01 | 0.15 | 0.00 | 0.00 1.86 | 0.00 1.64 | 0.00 0.22 |
| Maximum lbs/day | 60.21 | 38.67 | 54.70 | 0.00 | 1.00 | 1.04 | 0.22 |
| Max lbs/day all phases | 60.21 | 38.67 | 54.70 | 0.00 | 1.86 | 1.64 | 0.22 |

^{*** 2009***}

| Phase 1 - Demolition Emissions | | | | | | |
|---|--|---------------------------------------|---|---|--|---|
| Fugitive Dust | 0.00 | - 0.00 | - 0.00 | _ | 0.00 | 0.00 |
| Off-Road Diesel On-Road Diesel | 0.00 | 0.00 | 0.00 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | |
| Phase 2 - Site Grading Emissio | ns | | | | • | |
| Fugitive Dust | | | | - | 0.00 | |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-Road Diesel Worker Trips | 0.00 | 0.00 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum 100) day | 0.00 | 0.00 | 0.00 | . 3.55 | 0,00 | 0,00 |
| Phase 3 - Building Construction | n | | | | | |
| Bldg Const Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 |
| Bldg Const Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Arch Coatings Off-Gas | 0.00 | 0.00 | | - 0.00 | - 00 | - 0.00 |
| Arch Coatings Worker Trips | 0.00 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas Asphalt Off-Road Diesel | 2.24 | 12.97 | 19.01 | - | 0.36 | 0.36 |
| Asphalt On-Road Diesel | 0.08 | 1.34 | 0.30 | 0.00 | 0.03 | 0.03 |
| Asphalt Worker Trips | 0.01 | 0.01 | 0.13 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 2.66 | 14.31 | 19.44 | 0.00 | 0.39 | 0.39 |
| | | | | | | |
| Max lbs/day all phases | 2.66 | 14.31 | 19.44 | 0.00 | 0.39 | 0.39 |
| | | | | | | |
| Phase 1 - Demolition Assumption Start Month/Year for Phase 1: Phase 1 Duration: 1 months Building Volume Total (cubic f Building Volume Daily (cubic f On-Road Truck Travel (VMT): 87 | Jun '07 eet): 210 eet): 15 | | ? # | | | |
| Off-Road Equipment No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type | Jul '07 | | rsepower 190 352 165 | Load Factor 0.620 0.590 0.465 | 8 8 8 Hour | s/Day .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors | Jul '07 | | 190 352 165 sepower 143 | 0.620 0.590 0.465 Load Factor 0.575 | 8 8 8 Hour 8 | .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders | Jul '07 | | 190 352 165 sepower 143 174 | 0.620 0.590 0.465 Load Factor 0.575 0.575 | 8 8 8 Hour 8 8 | .0 .0 .0 .0 s/Day .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks | Jul '07 | Ног | 190 352 165 sepower 143 174 417 | 0.620 0.590 0.465 Load Factor 0.575 0.575 0.490 | 8 8 Hour 8 8 | .0 .0 .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders | Jul '07 | Ног | 190 352 165 sepower 143 174 | 0.620 0.590 0.465 Load Factor 0.575 0.575 | 8 8 8 Hour 8 8 8 8 | .0 .0 .0 .0 s/Day .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders | Jul '07 | Ног | 190 352 165 sepower 143 174 417 165 | 0.620 0.590 0.465 Load Factor 0.575 0.575 0.490 0.465 | 8 8 8 Hour 8 8 8 8 8 | s/Day .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Scrapers 1 Tractor/Loaders/Back Phase 3 - Building Constructio Start Month/Year for Phase 3: Phase 3 Duration: 15 months Start Month/Year for SubPhas SubPhase Building Duration: | Jul 07 0 hoes n Assump | Hor tions ng: Nov 'O | 190 352 165 *** *** *** *** *** *** *** *** *** * | 0.620 0.590 0.465 Load Factor 0.575 0.575 0.490 0.465 0.660 | 8 8 8 Hour 8 8 8 8 8 | s/Day .0 .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Scrapers 1 Tractor/Loaders/Back Phase 3 - Building Constructio Start Month/Year for Phase 3: Phase 3 Duration: 15 months Start Month/Year for SubPhas SubPhase Building Duration: Off-Road Equipment | Jul 07 0 hoes n Assump | Hor Lions ng: Nov 'C | 190 352 165 sepower 143 174 417 165 313 79 | 0.620 0.590 0.465 Load Factor 0.575 0.575 0.490 0.465 0.660 | Hour 8 8 8 8 8 | s/Day .0 .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Scrapers 1 Tractor/Loaders/Back Phase 3 - Building Constructio Start Month/Year for Phase 3: Phase 3 Duration: 15 months Start Month/Year for SubPhas SubPhase Building Duration: Off-Road Equipment No. Type 1 Concrete/Industrial 2 Other Equipment Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Asphalt Duration: 2 Acres to be Paved: 5.7 | hoes n Assumpth Nov '07 e Building 12 months | Horacions Ig: Nov 'C Horacion: 1 mo | 190 352 165 165 174 417 165 313 79 177 186 190 190 190 190 190 190 190 190 190 190 | 0.620 0.590 0.465 0.465 Load Factor 0.575 0.575 0.490 0.465 0.660 0.465 | #Our # # # # # # # # # # # # # # # # # # # | s/Day .0 .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Scrapers 1 Tractor/Loaders/Back Phase 3 - Building Constructio Start Month/Year for Phase 3: Phase 3 Duration: 15 months Start Month/Year for SubPhas SubPhase Building Duration: Off-Road Equipment No. Type 1 Concrete/Industrial 2 Other Equipment Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Asphalt Duration: 2 Acres to be Paved: 5.7 Off-Road Equipment | hoes n Assumpth Nov '07 e Building 12 months | Horage Nov 'C | 190 352 165 165 165 174 417 165 313 79 177 184 190 190 190 190 190 190 190 190 190 190 | 0.620 0.590 0.465 0.465 Load Factor 0.575 0.490 0.465 0.660 0.465 | Hour 8 8 8 8 8 8 8 | s/Day .0 .0 .0 .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Scrapers 1 Tractor/Loaders/Back Phase 3 - Building Constructio Start Month/Year for Phase 3: Phase 3 Duration: 15 months Start Month/Year for SubPhas SubPhase Building Duration: Off-Road Equipment No. Type 1 Concrete/Industrial 2 Other Equipment Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Asphalt Duration: 2 Acres to be Paved: 5.7 Off-Road Equipment No. Type | hoes n Assumpth Nov '07 e Building 12 months | Horage Nov 'C | 190 352 165 165 174 417 165 313 79 177 189 190 190 190 190 191 190 191 190 191 191 | 0.620 0.590 0.465 Load Factor 0.575 0.490 0.465 0.660 0.465 | #Our # # # # # # # # # # # # # # # # # # # | s/Day .0 .0 .0 .0 .0 .0 .0 |
| No. Type 1 Other Equipment 2 Rubber Tired Dozers 1 Rubber Tired Loaders Phase 2 - Site Grading Assumpt Start Month/Year for Phase 2: Phase 2 Duration: 4 months On-Road Truck Travel (VMT): 71 Off-Road Equipment No. Type 1 Crawler Tractors 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Scrapers 1 Tractor/Loaders/Back Phase 3 - Building Constructio Start Month/Year for Phase 3: Phase 3 Duration: 15 months Start Month/Year for SubPhas SubPhase Building Duration: Off-Road Equipment No. Type 1 Concrete/Industrial 2 Other Equipment Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Architectural Coati Start Month/Year for SubPhas SubPhase Asphalt Duration: 2 Acres to be Paved: 5.7 Off-Road Equipment | hoes n Assumpth Nov '07 e Building 12 months | Horage Nov 'C | 190 352 165 165 165 174 417 165 313 79 177 184 190 190 190 190 190 190 190 190 190 190 | 0.620 0.590 0.465 0.465 Load Factor 0.575 0.490 0.465 0.660 0.465 | Hour 8 8 8 8 8 8 8 8 8 8 | s/Day .0 .0 .0 .0 .0 .0 .0 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Hotel changed from 5 to 0
The Primary Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 5
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near t0rm.urb
Project Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near t0rm.urb
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions
Based on EMFAC2002 version 2.2

SUMMARY REPORT

(Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|-------------|-------|----------|------|-------|
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (lbs/day,unmitigated) | 0.84 | 1.78 | 2.93 | 0.00 | 0.01 |
| TOTALS (lbs/day, mitigated) | 0.77 | 1.42 | 2.34 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | • | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (lbs/day,unmitigated) | 60.23 | 68.04 | 718.45 | 0.49 | 69.52 |
| TOTALS (lbs/day, mitigated) | 57.42 | 64.48 | 680.71 | 0.47 | 65.85 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTIN | IATES | | | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (lbs/day,unmitigated) | 61.07 | 69.82 | 721.38 | 0.49 | 69.52 |
| TOTALS (lbs/day, mitigated) | 58.19 | 65.90 | 683.06 ' | 0.47 | 65.85 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near torm.urb
Project Name: Graton Alt E- Business Park Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|--------------------------------|--------|-------|--------|------|-------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 0.11 | 0.32 | 0.40 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 0.10 | 0.26 | 0.32 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMA | TES | | | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 11.49 | 14.53 | 135.21 | 0.08 | 12.69 |
| TOTALS (tpy, mitigated) | 10.93 | 13.77 | 128.14 | 0.08 | 12.02 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EM | ISSION | | | | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 11.60 | 14.85 | 135.61 | 0.08 | 12.69 |
| TOTALS (tpy, mitigated) | 11.03 | 14.03 | 128.46 | 0.08 | 12.02 |

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URBEMIS 2002 For Windows

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-near torm.urb

Graton Alt E- Business Park Near Term San Francisco Bay Area

Project Name: Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES Source Natural Gas | (Summer ROG 0.13 | Pounds per NOx 1.77 | Day, Unmiti CO 1.49 | igated) SO2 0 | PM10 0.00 |
|--|------------------------|---------------------------|---------------------------|---------------------|--------------|
| Hearth - No summer emissions | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Landscaping | | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 0.49 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 0.84 | 1.78 | 2.93 | 0.00 | 0.01 |
| | | _ | | | |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitiga | ited) | |
| AREA SOURCE EMISSION ESTIMATES Source | (Summer ROG | Pounds per NOx | Day, Mitiga CO | so2 | PM10 |
| | | _ | _ | | PM10 0.00 |
| Source | ROG | NOx | co - | S02 | |
| Source Natural Gas | ROG | NOx | co - | S02 | |
| Source Natural Gas Hearth - No summer emissions | ROG 0.10 | NOx 1.42 | 1.19 | SO2 0 | 0.00 |
| Source Natural Gas Hearth - No summer emissions Landscaping | ROG 0.10 0.18 | NOx 1.42 0.01 | 1.19 | SO2 0 | 0.00 |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24

Residential Increase Efficiency Beyond Title 24
Percent Reduction: 20
Commercial Increase Efficiency Beyond Title 24
Percent Reduction: 20
Industrial Increase Efficiency Beyond Title 24
Percent Reduction: 20
Residential Electric Landscape Maintenance Equipment
Percent Reduction: 20
Commercial/Industrial Electric Landscape Maintenance Equipment
Percent Reduction: 20

Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| Regnl shop. center General light industry | ROG 28.53 31.71 | NOX 33.93 34.10 | CO 351.15 367.30 | SO2 0.24 0.25 | PM10 33.72 35.80 |
|--|-----------------------|-----------------------|------------------------|---------------------|------------------------|
| TOTAL EMISSIONS (lbs/day) | 60.23 | 68.04 | 718.45 | 0.49 | 69.52 |

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip | Rate | | No. Units | Total Trips |
|--|---------|------|--------------------------|----------------------|--------------|-----------------------|
| Regnl shop, denter General light industry | | | trips/1000 trips/1000 | | | 4,294.00 2,788.00 |
| | | Tot | Sum tal Vehicle | of Total Miles Tr | | 7,082.00 45,473.18 |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lbs | 5 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,750 | 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,500 | 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 1bs | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Travel | Conditions |
|--------|-------------|
| TIGAGI | COMPTETOTIO |

| | Residential | | | Commercial | | |
|---|--------------|--|---|---------------------------------|-----------------------------------|--------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | 15.0 30.0 | Home- Shop 4.6 10.0 30.0 21.2 | Home- Other 6.1 10.0 30.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work C 5.0 10.0 30.0 | ustomer 5.0 10.0 30.0 |
| % of Trips - Commercial (Regnl shop. center General light industry | by land | use) | | 2.0 50.0 | 1.0 25.0 | 97.0 25.0 |

MITIGATED OPERATIONAL EMISSIONS

| Regnl shop. center General light industry | ROG 27.29 30.13 | NOX 32.40 32.08 | CO 335.25 345.46 | SO2 0.23 0.24 | PM10 32.19 33.66 |
|--|-----------------------|-----------------------|------------------------|---------------------|------------------------|
| TOTAL EMISSIONS (lbs/day) PERCENTAGE REDUCTION % | 57.42 | 64.48 | 680.71 | 0.47 | 65.85 |
| | 5 | 5 | 5 | 5 | 5 |

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | Units Trips |
|---|---------|-------------------------|-------------------|
| Regnl shop, center | nai | 41.04 trips/1000 sq. ft | . 100.00 4,103.81 |
| (Worker Trip Rate: 40.0 General light industry (Worker Trip Rate: 6.5 | | 6.66 trips/1000 sq. ft | . 400.00 2,664.51 |

Sum of Total Trips 6,768.32
Total Vehicle Miles Traveled 43,074.38

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | . 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | | 1,20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle , | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Travel | Condi | tions |
|--------|-------|-------|

| 110,01 00,11111111 | Residential | | | Commercial | | | |
|---|-------------|--|---|---------------------------------|---------------------------------|---------------------------------|--|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 4.6 10.0 30.0 21.2 | Home- Other 6.1 10.0 30.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work 5.0 10.0 30.0 | Customer 5.0 10.0 30.0 | |
| % of Trips - Commercial (Regnl shop, center General light industry | by land | use) | ı | 2.0 50.0 | 1.0 25.0 | 97.0 25.0 | |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24 The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures-Mitigation

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Secure Bike Parking' measure was selected

The 'Showers/Changing Facilities Provided' measure was selected The 'Guaranteed Ride Home Program Provided' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100 The Diverted Trip % for Blank changed from 10 to 0 The Primary Trip % for Hotel changed from 60 to 100 The Diverted Trip % for Hotel changed from 35 to 0 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
Mitigation measure Residential Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Industrial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Residential Electric Landscape Maintenance Equipment
 has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
 has been changed from off to on.

Changes made to the default values for Operations

The pass by trips option switch changed from on to off. The mitigation option switch changed from off to on. The operational emission year changed from 2005 to 2008. The home based work selection item changed from 7 to 6. The home based shopping selection item changed from 7 to 6. The home based other selection item changed from 7 to 6. The commercial based commute selection item changed from 7 to 6. The commercial based commute selection item changed from 7 to 6. The commercial based customer selection item changed from 7 to 6. The Res and Non-Res Local-Serving Retail Mitigation changed from off to on. The Res and Non-Res Transit Service Mitigation changed from off to on. The Res and Non-Res Trans Demand Mgmt Measures Mitigation changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-long torm.urb

Graton Alt E- Business Park Long Term San Francisco Bay Area

Project Name: Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES ROG NOx CO S02 PM10 2.75 0.00 0.01 TOTALS (lbs/day,unmitigated) 0.80 1.79 OPERATIONAL (VEHICLE) EMISSION ESTIMATES PM10 \$02 NOx CO 273.96 0.49 69.21 TOTALS {lbs/day,unmitigated} 24.22 23.80 SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES SO2 PM10 ROG NOx CO 0.49 TOTALS (lbs/day,unmitigated) 25.59 276.71 69.22

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-long term.urb
Project Name:
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | ROG | NOx | CO | SO2 | PM10 |
|--------------------------------|----------|----------|-------|------|-------|
| TOTALS (tpy, unmitigated) | 0.10 | 0.33 | 0.39 | 0.00 | 0.00 |
| CDEDOMINAL AMERICA DA ENTECTON | ESTIMAT | 20 | | | |
| OPERATIONAL (VEHICLE) EMISSION | ROG | NOx | co | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 4.49 | 5.08 | 51.04 | 0.08 | 12.63 |
| SUM OF AREA AND OPERATIONAL EM | ISSION E | STIMATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 4.60 | 5.40 | 51.42 | 0.08 | 12.63 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt E-long term.urb
Project Name: Graton Alt E- Business Park Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | | | |
|--------------------------------|---------|------------|------|------|------|
| Source | ROG | NOx | CO | S02 | PM10 |
| Natural Gas | 0.13 | 1.77 | 1.49 | 0 | 0.00 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 0.49 | - | - | _ | - |
| TOTALS(1bs/day unmitigated) | 0.80 | 1.79 | 2.75 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| Regnl shop. center General light industry | ROG 11.40 12.82 | NOx 11.92 11.88 | CO 133.76 140.20 | SO2 0.24 0.25 | PM10 33.57 35.64 |
|--|-----------------------|-----------------------|------------------------|---------------------|------------------------|
| TOTAL EMISSIONS (lbs/day) | 24.22 | 23.80 | 273.96 | 0.49 | 69.21 |

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip | Rate | | No. Units | Total Trips |
|--|---------|------|--------------------------|---|----------------------|-----------------------|
| Regnl shop, center General light industry | | | trips/1000 trips/1000 | - | | 4,294.00 2,788.00 |
| | | То | Sum tal Vehicle | | al Trips Traveled | 7,082.00 45,473.18 |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 lbs | 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751- 5,750 | 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,500 | 7.30 | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10,000 | | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.80 | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 lbs | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

| Travel | Conditions | |
|--------|------------|--|
| | | |

| | | Residential | | | Commercial | | |
|---|--------------|--|---|---------------------------------|---------------------------------|---------------------------------|--|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | 15.0 30.0 | Home- Shop 4.6 10.0 30.0 21.2 | Home- Other 6.1 10.0 30.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work 5.0 10.0 30.0 | Customer 5.0 10.0 30.0 | |
| % of Trips - Commercial (Regnl shop. center General light industry | by land | use) . | | 2.0 50.0 | 1.0 25.0 | 97.0 25.0 | |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100 The Diverted Trip % for Blank changed from 10 to 0 The Primary Trip % for Hotel changed from 60 to 100 The Diverted Trip % for Hotel changed from 35 to 0 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.

The landscape year changed from 2005 to 2020.

The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

Changes made to the default values for Operations

The pass by trips option switch changed from on to off. The operational emission year changed from 2005 to 2020. The home based work selection item changed from 7 to 6. The home based other selection item changed from 7 to 6. The commercial based commute selection item changed from 7 to 6. The commercial based non-work selection item changed from 7 to 6. The commercial based customer selection item changed from 7 to 6. The commercial based customer selection item changed from 7 to 6.

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URBEMIS 2002 For Windows 8.7.0

File Name:

Project Name:

Project Location:

On-Road Motor Vehicle Emissions

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-near term core term Const

San Francisco Bay Area

On-Road Motor Vehicle Emissions

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | F142.5 | | n 0 |
|---|--------------|---------------|--------------|-------------|------------------------|--------------------------|-----------------------|
| *** 2007 *** TOTALS (lbs/day,unmitigated) | ROG 35.67 | NO× 294.10 | CO 261.67 | SO2 0.23 | PM10 TOTAL 75.26 | PM10 EXHAUST 10.71 | PM10 DUST 64.55 |
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 17.23 | NOx 109.63 | CO 143.07 | SO2 0.00 | PM10 TOTAL 4.52 | PM10 EXHAUST 4.28 | PM10 DUST 0.24 |
| *** 2009 *** TOTALS (lbs/day,unmitigated) | ROG 34.09 | NOx 105.14 | CO 144.84 | SO2 0,00 | PM10 TOTAL 4.21 | PM10 EXHAUST 3.97 | PM10 DUST 0.24 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-near term con Froject Name: Graton Alt F- Lakeview Near Term Const Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMAT | res | | | | DMI 0 | | 5)/10 |
|---|-------------|--------------|-------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 1.53 | NOx 10.77 | CO 12.11 | SO2 0.00 | PM10 TOTAL 1.16 | PM10 EXHAUST 0.43 | PM10 DUST 0.73 |
| *** 2008 *** TOTALS (tpy, unmitigated) | ROG 2.26 | NO× 14.45 | CO 18.70 | SO2 0.00 | PM10 TOTAL 0.59 | PM10 EXHAUST 0.56 | PM10 DUST 0.03 |
| *** 2009 *** | ROG | NOx 5 01 | CO 7 17 | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-near term con Graton Alt F- Lakeview Near Term Const San Francisco Bay Area File Name:

Project Name:

Project Location:

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 27

Total Land Use Area to be Developed: 79 acres
Maximum Acreage Disturbed Per Day: 6.4 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 558000

| CONSTRUCTION | EMISSION | ESTIMATES | UNMITIGATED | (1bs/day) |
|--------------|----------|-----------|-------------|-----------|
|--------------|----------|-----------|-------------|-----------|

| CONSTRUCTION EMISSION ESTIMA | TES UNHITT | GAILU (ILUS | (day) | | PM10 | PM10 | PM10 |
|---|------------|-------------|--------|------|--------|-----------|-------|
| Course ' | ROG | NOx | co | SO2 | TOTAL | EXHAUST | DUST |
| Source ' *** 2007*** | ROG | NOA | CO | 502 | 101110 | Dim.iioo1 | 2001 |
| Phase 1 - Demolition Emissio | ne | | | | | | |
| Fugitive Dust | | _ | _ | _ | 0.00 | _ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phone 2 Site Synding Price | ione | | | • | | | |
| Phase 2 - Site Grading Emiss Fugitive Dust | - | _ | _ | | 64.00 | - | 64.00 |
| _ | 27.87 | 184.73 | 226.96 | | 7.51 | 7.51 | 0.00 |
| Off-Road Diesel | 7.56 | 108.99 | 28.13 | 0.23 | 3.72 | 3.19 | 0.53 |
| On-Road Diesel | 0.24 | 0.38 | 6.58 | 0.00 | 0.03 | 0.01 | 0.02 |
| Worker Trips | 35.67 | 294.10 | 261.67 | 0.23 | 75.26 | 10.71 | 64.55 |
| Maximum lbs/day | 33.07 | 234.10 | 201.07 | 0.23 | 75.20 | 10.71 | 04.55 |
| Ober 3 Building Construct | ion | | | | | | |
| Phase 3 - Building Construct | | 113.54 | 124.19 | _ | 4.71 | 4.71 | 0.00 |
| Bldg Const Off-Road Diesel | 1.33 | 0.81 | 17.14 | 0.00 | 0.25 | 0.01 | 0.24 |
| Bldg Const Worker Trips | 0.00 | 0.61 | 17.14 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | | | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | | | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Maximum lbs/day | 17.34 | 114.35 | 141.33 | 0.00 | 4.97 | 4.73 | 0.24 |
| | 35 55 | 004 10 | 261 67 | 0.22 | 75 36 | 10 71 | 64.55 |
| Max lbs/day all phases | 35.67 | 294.10 | 261.67 | 0.23 | 75.26 | 10.71 | 64.55 |
| | | | | | | | |
| 144 0000444 | | | | | | | |
| *** 2008*** | | | | | | | |
| Phase 1 - Demolition Emission | ns | | | _ | 0.00 | _ | 0.00 |
| Fugitive Dust | | 0.00 | 0 00 | | 0.00 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | | |
| Phase 2 - Site Grading Emiss | ions | | | | 0.00 | | 0.00 |
| Fugitive Dust | | - | | - | 0.00 | | |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | | |
| Phase 3 - Building Construct | | | 4.55 | | 4 26 | 4.26 | 0.00 |
| Bldg Const Off-Road Diesel | 16.00 | 108.88 | 127.09 | - | 4.26 | 4.26 | 0.00 |
| Bldg Const Worker Trips | 1.23 | 0.76 | 15.98 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 0.00 | | | - | - | | |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | | - | | 0.00 | | |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 17.23 | 109.63 | 143.07 | 0.00 | 4.52 | 4.28 | 0.24 |
| | | 500 55 | 443 | 0.00 | 4 50 | 4 00 | 0.54 |
| Max lbs/day all phases | 17.23 | 109.63 | 143.07 | 0.00 | 4.52 | 4.28 | 0.24 |

| Phase 1 - Demolition Emission | าส | | | | | | |
|-------------------------------|-------|--------|--------|------|------|------|--------|
| Fugitive Dust | - | _ | - | | 0.00 | | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emiss | ions | | | | | | |
| Fugitive Dust | - | _ | _ | - | 0.00 | | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | . 0.00 |
| Phase 3 - Building Construct | i on | | | | | | |
| Bldg Const Off-Road Diesel | 16.00 | 104.44 | 130.11 | - | 3.96 | 3.96 | 0.00 |
| Bldg Const Worker Trips | 1.12 | 0.69 | 14.74 | 0.00 | 0.25 | 0.01 | 0.24 |
| Arch Coatings Off-Gas | 32.97 | _ | - | ** | - | | _ |
| Arch Coatings Worker Trips | 1.12 | 0.69 | 14.74 | 0.00 | 0.25 | 0.01 | 0.24 |
| Asphalt Off-Gas | 0.25 | _ | _ | _ | - | - | - |
| Asphalt Off-Road Diesel | 7.41 | 45.21 | 61.84 | _ | 1.46 | 1.46 | 0.00 |
| Asphalt On-Road Diesel | 0.06 | 1.00 | 0.22 | 0.00 | 0.02 | 0.02 | 0.00 |
| Asphalt Worker Trips | 0.05 | 0.03 | 0.60 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum 1bs/day | 34.09 | 105.14 | 144.84 | 0.00 | 4.21 | 3.97 | 0.24 |
| Max lbs/day all phases | 34.09 | 105.14 | 144.84 | 0.00 | 4.21 | 3.97 | 0.24 |
| | | | | | | | |
| | | | | | | | |

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions Start Month/Year for Phase 2: Jun '07 Phase 2 Duration: 1 months On-Road Truck Travel (VMT): 5000

Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|-----|--------------------------|------------|-------------|-----------|
| 2 | Crawler Tractors | 143 | 0.575 | 8.0 |
| 3 | Graders | 174 | 0.575 | 8.0 |
| 1 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 2 | Other Equipment | 190 | 0.620 | 8.0 |
| 2 | Rubber Tired Loaders | 165 | 0.465 | 8.0 |
| 2 | Scrapers | 313 | 0.660 | 8.0 |
| 3 | Tractor/Loaders/Backhoes | 79 | 0.465 | 8.0 |

Phase 3 - Building Construction Assumptions Start Month/Year for Phase 3: Jul '07 Phase 3 Duration: 26 months

Start Month/Year for SubPhase Building: Jul '07 SubPhase Building Duration: 21 months Off-Road Equipment

| OLL-K | oad Equipment | | | |
|-------|---------------------------|------------|-------------|-----------|
| No. | Type | Horsepower | Load Factor | Hours/Day |
| 3 | Concrete/Industrial saws | 84 | 0.730 | 8.0 |
| 2 | Cranes | 190 | 0.430 | 8.0 |
| 3 | Other Equipment | 190 | 0.620 | 8.0 |
| ž | Rough Terrain Forklifts | 94 | 0.475 | 8.0 |
| ž | Mynator/I andara/Packhoos | 79 | 0.465 | 8.0 |

2 Tractor/Loaders/Backhoes 79 0.465
Start Month/Year for SubPhase Architectural Coatings: Apr '09
SubPhase Architectural Coatings Duration: 2 months
Start Month/Year for SubPhase Asphalt: Jun '09
SubPhase Asphalt Duration: 3 months

Acres to be Paved: 6.4 Off-Road Equipment

| lorsepower | Load Factor | Hours/Day |
|------------|-------------|------------------------|
| 132 | 0.590 | 8.0 |
| 111 | 0.530 | 8.0 |
| 114 | 0.430 | 8.0 |
| | 132 111 | 132 0.590 111 0.530 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Hotel changed from 5 to 0
The Primary Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths Site Grading Truck Haul Capacity (yds3) changed from 20 to 12 Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013 Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-near Ferm.urb Graton Alt F- Lakeview Near Term San Francisco Bay Area

File Name: C:\Program Files\URBEMIS 2002 V
Project Name: Graton Alt F- Lakeview Near Ter
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT

(Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|--------------------------------|-------------|--------|----------|------|--------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 2.60 | 3.86 | 4.68 | 0.00 | 0.01 |
| TOTALS (lbs/day, mitigated) | 2.50 | 3.09 | 3,74 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | NOx | CO | SO2 | PM1.0 |
| TOTALS (lbs/day,unmitigated) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |
| TOTALS (lbs/day, mitigated) | 361.67 | 694.97 | 6,081.33 | 4.22 | 745.80 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EM | ISSION ESTI | MATES | | | |
| | ROG | NOx | CO | 502 | PM10 |
| TOTALS (lbs/day,unmitigated) | 380.18 | 729.98 | 6,359.26 | 4.41 | 779.24 |
| TOTALS (lbs/day, mitigated) | 364.17 | 698.05 | 6,085.08 | 4.22 | 745.81 |

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-near herm.urb
Project Name:
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | i | | | | |
|--------------------------------|--------|-----------|----------|------|--------|
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 0.35 | 0.70 | 0.72 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 0.33 | 0.56 | 0.58 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIM | ATES | | | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 77.19 | 155.05 | 1,176.36 | 0.80 | 142.21 |
| TOTALS (tpy, mitigated) | 73.91 | 148.40 | 1,125.78 | 0.77 | 136.11 |
| | | • | | | |
| SUM OF AREA AND OPERATIONAL EM | ISSION | ESTIMATES | | | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 77.54 | 155.75 | 1,177.08 | 0.80 | 142.21 |
| TOTALS (tnv. mitigated) | 74.25 | 148.96 | 1,126.36 | 0.77 | 136.11 |

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-near term.urb File Name:

Project Name: Graton Alt F- Lakeview Near Term

Project Location: San Francisco Bay Area

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmiti | gated) | |
|--------------------------------|---------|------------|-------------|--------|------|
| Source | ROG | NOx | CO | SO2 | PM10 |
| Natural Gas | 0.28 | 3.85 | 3.23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 2.10 | - | - ' | _ | |
| TOTALS(lbs/day,unmitigated) | 2.60 | 3.86 | 4.68 | 0.00 | 0.01 |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitiga | ted) | |
| Source | ROG | NOx | CO | SO2 | PM10 |
| Natural Gas | 0.22 | 3.08 | 2.59 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.01 | 1.15 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | *** | _ |
| Architectural Coatings | 2.10 | - | - | - | - |
| TOTALS (lbs/day, mitigated) | 2.50 | 3.09 | 3.74 | 0.00 | 0.01 |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24

Percent Reduction: 20

Commercial Increase Efficiency Beyond Title 24 Percent Reduction: 20

Percent Reduction: 20
Industrial Increase Efficiency Beyond Title 24
Percent Reduction: 20
Residential Electric Landscape Maintenance Equipment
Percent Reduction: 20
Commercial/Industrial Electric Landscape Maintenance Equipment

Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Kotel | ROG 356.05 21.52 | NOX 691.07 35.05 | CO 6,047.82 306.76 | SO2 4.20 0.21 | PM10 741.61 37.62 |
|---------------------------|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (lbs/day) | 377.57 | 726.12 | 6,354.58 | 4.41 | 779.23 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 408.0016,087.44 300.00 816.00 |
| | | Sum of Tota Total Vehicle Miles T | |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751-5,75 | | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

| Travel | Conditions |
|--------|------------|
|--------|------------|

| Travel Conditions | Residential | | | Commercial | | |
|---|-------------|---|--|---------------------------------|------------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) % of Trips - Residential | | Home- Shop 35.5 10.0 50.0 21.2 | Home- Other 35.5 10.0 50.0 51.5 | Commute 11.8 15.0 30.0 | Non-Work (35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Commercial (by land use) Casino 5.0 2.5 5.0 Hotel 5.0 2.5 | | | | | | |

MITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 340.92 20.75 | NOx 661.42 33.55 | CO 5,787.76 293.57 | SO2 4.02 0.20 | PM10 709.80 36.00 |
|--|------------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (1bs/day) PERCENTAGE REDUCTION % | 361.67 4 | 694.97 4 | 6,081.33 4 | 4.22 | 745.80 4 |

Includes correction for passby trips. Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip | Rate | No. Units | Total Trips |
|---|------------|-------|--------------------|--------------|----------------|
| Casino | | 37.75 | trips/1000 sq. ft. | 408.0015 | ,403.35 |
| (Worker Trip Rate: 36.4 Hotel (Worker Trip Rate: 2.54 | | 2.60 | trips/rooms | 300.00 | 781.30 |
| (MOTKET 111D Mare: 2.3. | 4) | | | | |

Sum of Total Trips 16,184.65
Total Vehicle Miles Traveled 492,702.78

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | 0 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | 0 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | 0 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | 0 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 1b | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | B.30 | 83.30 | 8.40 |

Hotel

| Travel Conditions | Residential | | | Commercial | | |
|---|-------------|------|-------|------------|----------|----------|
| | Home- Home- | | | | | |
| 1 | Work | Shop | Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 |
| | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| 0 | المحمدات | | | | | 4 |
| % of Trips - Commercial (b) | y rand | use | | 5.0 | 2.5 | 92.5 |
| Casino | | | | | | |
| Hotel | | | | 5.0 | 2.5 | 92.5 |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.24%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24 The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0 The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.01%

Inputs Selected:

The Number of Intersections per Square Mile is 25

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 2.23%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Guaranteed Ride Home Program Provided' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
Mitigation measure Residential Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Commercial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Industrial Increase Efficiency Beyond Title 24
 has been changed from off to on.
Mitigation measure Residential Electric Landscape Maintenance Equipment
 has been changed from off to on.
Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment
 has been changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on.
The operational emission year changed from 2005 to 2008.
The home based work selection item changed from 7 to 6.
The home based shopping trip speed changed from 30 to 50.
The home based shopping selection item changed from 7 to 10.
The home based shopping urban trip length changed from 4.6 to 35.5.
The home based other trip speed changed from 30 to 50.
The home based other selection item changed from 7 to 10.
The home based other urban trip length changed from 6.1 to 35.5.
The commercial based commute selection item changed from 7 to 6.
The commercial based non-work trip speed changed from 30 to 50.
The commercial based non-work selection item changed from 7 to 10.
The commercial based non-work wrban trip length changed from 5.0 to 35.5.
The commercial based non-work rural trip length changed from 10 to 35.5.
The commercial based customer selection item changed from 7 to 10.
The commercial based customer selection item changed from 5.0 to 35.5.
The commercial based customer urban trip length changed from 5.0 to 35.5.
The commercial based customer rural trip length changed from 5.0 to 35.5.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Transit Demand Mgmt Measures Mitigation changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-long term.urb
Project Name: Graton Alt F- Lakeview Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|------------|--------|----------|------|--------|
| | ROG | кОИ | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 2.56 | 3.87 | 4.50 | 0.00 | 0.01 |
| | | | | | |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| , | ROG | NOx | có | SQ2 | PM10 |
| | | | | | |
| TOTALS (lbs/day,unmitigated) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 |
| , , , , , | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | 4ATES | | | |
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (lbs/day,unmitigated) | 150.93 | 251.65 | 2,409.63 | 4.38 | 776.60 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-long term.urb
Project Name: Graton Alt F- Lakeview Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | | | | 002 | DM1.0 |
|--------------------------------|---------------|------------------|------------|-------------|--------------|
| TOTALS (tpy, unmitigated) | ROG 0.34 | NOx 0.70 | CO 0:70 | SO2 0.00 | PM10 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | | | CO | 502 | PM10 |
| TOTALS (tpy, unmitigated) | ROG 30.23 | NOX 52.91 | 441.91 | 0.79 | 141.73 |
| SUM OF AREA AND OPERATIONAL EM | ISSION ROG | ESTIMATES NOx | CO | 502 | PM10 |
| TOTALS (tpy, unmitigated) | 30.58 | 53.61 | 442.61 | 0.79 | 141.73 |

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URBEMIS 2002 For Windows 8.7.0

File Name:

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt F-long term.urb
Project Name:

Graton Alt F- Lakeview Long Term
Project Location:

San Francisco Bay Area
On-Road Motor Vehicle Emissions
Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmiti | gated) | |
|--------------------------------|---------|------------|-------------|--------|------|
| Source | ROG | NOx | CO | S02 | PM10 |
| Natural Gas | 0.28 | -3.85 | 3.23 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | | *** | - |
| Architectural Coatings | 2.10 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 2.56 | 3.87 | 4.50 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 139.36 9.01 | NOx 235.82 11.96 | CO 2,289.03 116.11 | 502 4.17 0.21 | PM10 739.10 37.49 |
|---------------------------|-----------------------|------------------------|--------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (1bs/day) | 148.37 | 247.79 | 2,405.13 | 4.38 | 776.59 |

Includes correction for passby trips. Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft 2.72 trips/rooms | 408.0016,087.44 300.00 816.00 |

Sum of Total Trips 16,903.44
Total Vehicle Miles Traveled 514,786.87

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 1bs | 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751- 5,750 | 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,500 | 7.30 | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.80 | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 1bs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

Travel Conditions

| | Residential | | | Commercial | | | |
|---------------------------|-------------|-------|-------|------------|------------|---------|--|
| | Home- | Home- | Home- | | | | |
| • | Work | Shop | Other | Commute | Non-Work C | ustomer | |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 | |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 | |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 | |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | | |
| % of Trips - Commercial (| by land | usel | | | | | |
| Casino | -, | , | | 5.0 | 2.5 | 92.5 | |
| Hotel | | | | 5.0 | 2.5 | 92.5 | |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off. The landscape year changed from 2005 to 2020.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2020.

The home based work selection item changed from 7 to 6.

The home based shopping trip speed changed from 30 to 50.

The home based shopping urban trip length changed from 4.6 to 35.5.

The home based other trip speed changed from 30 to 50.

The home based other trip speed changed from 7 to 10.

The home based other urban trip length changed from 6.1 to 35.5.

The commercial based commute selection item changed from 7 to 6.

The commercial based non-work trip speed changed from 30 to 50.

The commercial based non-work selection item changed from 7 to 6.

The commercial based non-work selection item changed from 7 to 10.

The commercial based non-work urban trip length changed from 5.0 to 35.5.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer urban trip length changed from 5.0 to 35.5.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-near term con Project Name: Graton Alt G - NWSP Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION EMISSION ESTIMATES | | | | | | | |
|---|--------------|---------------|--------------|-------------|-------------------------|-------------------------|-----------------------|
| *** 2007 *** TOTALS (lbs/day,unmitigated) | ROG 17.86 | NOx 157.11 | CO 124.03 | SO2 0.16 | PM10 TOTAL 100.81 | PM10 EXHAUST 5.42 | PM10 DUST 95.39 |
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 6.42 | NOx 38.72 | CO 55.63 | SO2 0.00 | PM10 TOTAL 1.87 | PM10 EXHAUST 1.64 | PM10 DUST 0.23 |
| *** 2009 *** TOTALS (lbs/day,unmitigated) | ROG 50.24 | NOx 53.88 | CO 90.11 | SO2 0.01 | PM10 TOTAL 2.46 | PM10 EXHAUST 1.99 | PM10 DUST 0.47 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-near term conProject Name: Graton Alt G - NWSP Near Term Const
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONSTRUCTION EMISSION ESTIMAT | ES | | | | | | |
|---|-------------|-------------|------------|-------------|-----------------------|-------------------------|----------------------|
| *** 2007 *** TOTALS (tpy, unmitigated) | ROG 0.88 | NOx 6.96 | CO 6.49 | SO2 0.00 | PM10 TOTAL 2.89 | PM10 EXHAUST 0.27 | PM10 DUST 2.62 |
| *** 2008 *** TOTALS (tpy, unmitigated) | ROG 0.84 | NOx 5.09 | co 7.16 | SO2 0.00 | PM10 TOTAL 0.24 | PM10 EXHAUST 0.21 | PM10 DUST 0.03 |
| * *** 2009 *** TOTALS (tpy, unmitigated) | ROG 1.27 | NOx 2.21 | CO 3.61 | SO2 0.00 | PM10 TOTAL 0.10 | PM10 EXHAUST 0.08 | PM10 DUST 0.02 |

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URBEMIS 2002 For Windows 8.7.0

C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-near term con Graton Alt G - NWSP Near Term Const File Name:

Project Name: Graton Alt G - NWSP Near Term (
Project Location: San Frâncisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007 Construction Duration: 24 Total Land Use Area to be Developed: 66 acres Maximum Acreage Disturbed Per Day: 9.5 acres Single Family Units: 0 Multi-Family Units: 151

Retail/Office/Institutional/Industrial Square Footage: 495000

| CONSTRUCTION | EMISSION | ESTIMATES | UNMITIGATED | (lbs/day) |
|--------------|----------|-----------|-------------|-----------|

| | | | | | PM10 | PM10 | PM10 |
|-------------------------------|-------|--------|--------|------|--------------------|---------|-------|
| Source | ROG | NOx | CO | SO2 | TOTAL | EXHAUST | DUST |
| *** 2007*** | | | | | | | |
| Phase 1 - Demolition Emission | ns | | | | | | |
| Fugitive Dust | _ | - | - | - | б.64 | - | 6.64 |
| Off-Road Diesel | 10.75 | 79.71 | 81.01 | | 3.45 | 3.45 | 0.00 |
| On-Road Diesel | 1.33 | 19.15 | 4.94 | 0.04 | 0.65 | 0.56 | 0.09 |
| Worker Trips | 0.09 | 0.11 | 2.05 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 12.17 | 98.97 | 88.00 | 0.04 | 10.75 ₅ | 4.01 | 6.74 |
| Phase 2 - Site Grading Emissi | ions | | | | | | |
| Fugitive Dust | _ | _ | _ | _ | 95.00 | _ | 95.00 |
| Off-Road Diesel | 12.45 | 79.69 | 103.54 | _ | 3.15 | 3.15 | 0.00 |
| On-Road Diesel | 5.37 | 77.40 | 19.98 | 0.16 | 2.65 | 2.27 | 0.38 |
| Worker Trips | 0.04 | 0.02 | 0.51 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 17.86 | 157.11 | 124.03 | 0.16 | 100.81 | 5.42 | 95.39 |
| Phase 3 - Building Constructi | on | | | | | | |
| Bldg Const Off-Road Diesel | 5.23 | 39.92 | 38.72 | _ | 1.78 | 1.78 | 0.00 |
| Bldg Const Worker Trips | 1.29 | 0.79 | 16.63 | 0.00 | 0.24 | 0.01 | 0.23 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | - | - | - | _ | _ | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 6.53 | 40.71 | 55.35 | 0.00 | 2.02 | 1.79 | 0.23 |
| Max lbs/day all phases | 17.86 | 157.11 | 124.03 | 0.16 | 100.81 | 5.42 | 95.39 |
| | | | | | | | |
| *** 2008*** | | | | | | | |
| Phase 1 - Demolition Emission | .5 | | | | | | |
| Fugitive Dust | - | - | 7 | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissi | ons | | | | | | |
| Fugitive Dust | - | - | _ | _ | 0.00 | _ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Constructi | on | | | | | | |
| Bldg Const Off-Road Diesel | 5.23 | 37.98 | 40.13 | _ | 1.62 | 1.62 | 0.00 |
| Bldg Const Worker Trips | 1.19 | 0.73 | 15.50 | 0.00 | 0.24 | 0.01 | 0.23 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | _ | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | _ | _ | _ | _ | - | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 6.42 | 38.72 | 55.63 | 0.00 | 1.87 | 1.64 | 0.23 |
| Max lbs/day all phases | 6.42 | 38.72 | 55.63 | 0.00 | 1.87 | 1.64 | 0.23 |

*** 2009***

| Phase 1 - Demolition Emissi | ons | | | | | |
|--|--|--|--|---|----------------------|-------------------------|
| Fugitive Dust | | - | | - | 0.00 | |
| Off-Road Diesel | 0.00 | 0.00 0.00 | 0.00 | 0.00 | 0.00 | 0.00 0.00 |
| On-Road Diesel Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| , and the second | | | | | | |
| Phase 2 - Site Grading Emis | sions | | | | | |
| Fugitive Dust | | 0.00 | 0 00 | - - | 0.00 | 0.00 |
| Off-Road Diesel On-Road Diesel | 0.00 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| · · | | | | | | |
| Phase 3 - Building Construc | | | 44 50 | | 1 50 | 7 50 |
| Bldg Const Off-Road Diesel | 5.23 | 36.00 | 41.59 14.29 | 0.00 | 1.52 0.24 | 1.52 0.01 |
| Bldg Const Worker Trips Arch Coatings Off-Gas | 1.08 39.49 | 0.67 | 14.29 | 0.00 | 0.24 | 0.01 |
| Arch Coatings Ull-Gas Arch Coatings Worker Trips | 1.08 | 0.67 | 14.29 | 0.00 | 0.24 | 0.01 |
| Asphalt Off-Gas | 0.91 | _ | - | - | - | _ |
| Asphalt Off-Road Diesel | 2.24 | 12.97 | 19.01 | - | 0.36 | 0.36 |
| Asphalt On-Road Diesel | 0.21 | 3.56 | 0.79 | 0.01 | 0.09 | 0.09 |
| Asphalt Worker Trips | 0.01 | 0.01 | 0.13 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 50.24 | 53.88 | 90.11 | 0.01 | 2.46 | 1.99 |
| Max lbs/day all phases | 50.24 | 53.88 | 90.11 | 0.01 | 2.46 | 1.99 |
| mar 155, adj all proces | * | | | | | |
| • | | | | | | |
| Start Month/Year for Phase : Phase 1 Duration: 1.2 month: Building Volume Total (cubic Building Volume Daily (cubic On-Road Truck Travel (VMT): Off-Road Equipment | s c feet): 210 c feet): 158 | | | | | |
| No. Type | | Hors | epower | Load Factor | Hour | s/Day |
| 1 Other Equipment | | | .90 | 0.620 | | .0 |
| 2 Rubber Tired Doze | | | 52 | 0.590 | | .0 |
| 1 Rubber Tired Loads | ers | | .65 | 0.465 | 8 | .0 |
| Phase 2 - Site Grading Assur Start Month/Year for Phase 2 Phase 2 Duration: 2.4 months on-Road Truck Travel (VMT): Off-Road Equipment | 2: Jul '07 | | | | | |
| No. Type | | | epower | Load Factor | | s/Day |
| 1 Crawler Tractors | | | .43 | 0.575 | | . 0 |
| 1 Graders | | | .74 .17 | 0.575 0.490 | | . 0 . 0 |
| 1 Off Highway Trucks 1 Rubber Tired Loads | | | .65 | 0.465 | | . 0 |
| 1 Scrapers | | | 13 | 0.660 | | . 0 |
| 1 Tractor/Loaders/Ba | ackhoes | | 79 | 0.465 | 8 | . 0 |
| | | | | | | |
| Phase 3 - Building Construct Start Month/Year for Phase 3 Phase 3 Duration: 20.4 month Start Month/Year for SubPh SubPhase Building Duration Off-Road Equipment | l: Sep '07 ns nase Building | g: Sep '07 | | | | |
| Start Month/Year for Phase 3 Phase 3 Duration: 20.4 month Start Month/Year for SubPh SubPhase Building Duration Off-Road Equipment No. Type 1 Concrete/Industria 2 Other Equipment Start Month/Year for SubPh SubPhase Architectural Coa Start Month/Year for SubPh SubPhase Asphalt Duration: Acres to be Paved: 7.6 | 3: Sep '07 Is as Building I: 20.4 month Is aws Is as Archited It ings Durat Lase Asphalt | g: Sep '07 hs Hors 1 ctural Coa ion: 2 mon | epower 84 90 tings: Ap | Load Factor 0.730 0.620 r '09 | 8 | s/Day .0 .0 |
| Start Month/Year for Phase 3 Phase 3 Duration: 20.4 month Start Month/Year for SubPh SubPhase Building Duration Off-Road Equipment No. Type 1 Concrete/Industria 2 Other Equipment Start Month/Year for SubPh SubPhase Architectural Coa Start Month/Year for SubPh SubPhase Asphalt Duration: | 3: Sep '07 Is as Building I: 20.4 month Is aws Is as Archited It ings Durat Lase Asphalt | g: Sep '07 hs Hors 1 ctural Coa ion: 2 mon : May '09 | epower 84 90 tings: Ap | 0.730 0.620 | 8 | . 0 |
| Start Month/Year for Phase 3 Phase 3 Duration: 20.4 month Start Month/Year for SubPh SubPhase Building Duration Off-Road Equipment No. Type 1 Concrete/Industria 2 Other Equipment Start Month/Year for SubPh SubPhase Architectural Coa Start Month/Year for SubPh SubPhase Asphalt Duration: Acres to be Paved: 7.6 Off-Road Equipment No. Type 1 Pavers | 3: Sep '07 Is as Building I: 20.4 month Is aws Is as Archited It ings Durat Lase Asphalt | g: Sep '07 hs Hors ctural Coa ion: 2 mon : May '09 Hors | epower 84 90 tings: Ap ths epower 32 | 0.730 0.620 r '09 Load Factor 0.590 | 8 8 Hour: 8 | .0 .0 s/Day .0 |
| Start Month/Year for Phase 3 Phase 3 Duration: 20.4 month Start Month/Year for SubPh SubPhase Building Duration Off-Road Equipment No. Type 1 Concrete/Industria 2 Other Equipment Start Month/Year for SubPh SubPhase Architectural Coa Start Month/Year for SubPh SubPhase Asphalt Duration: Acres to be Paved: 7.6 Off-Road Equipment No. Type | 3: Sep '07 Is as Building I: 20.4 month Is aws Is as Archited It ings Durat Lase Asphalt | g: Sep '07 hs Hors ctural Coa ion: 2 mon : May '09 Hors | epower 84 90 tings: Ap ths | 0.730 0.620 r '09 Load Factor | 8 8 Hour: 8 | .0 .0 s/Day |

0.00 0.00 0.00 0.00 0.00

0.00 0.00 0.00 0.00 0.00

0.00 0.23 -0.23

0.00 0.00 0.00 0.47

0.47

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments low rise have changed from the defaults 6.9/9.44 to 7.67/15.3

The Primary Trip % for Blank changed from 90 to 100

The Diverted Trip % for Blank changed from 10 to 0

The Primary Trip % for Hotel changed from 60 to 100

The Diverted Trip % for Hotel changed from 35 to 0

The Pass-By Trip % for Hotel changed from 5 to 0

The Primary Trip % for Office park changed from 80 to 100

The Diverted Trip % for Office park changed from 15 to 0

The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

Site Grading Truck Haul Capacity (yds3) changed from 20 to 12 Site Grading Miles/Round Trip changed from 20 to 15 Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013 Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013 Page: 1 02/08/2008 11:09 AM

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-near term.urb
Project Name: Graton Alt G - NWSP Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|---------------------------------|------------|--------|----------|------|--------|
| ANDIA DOORCE BRIEDION ESTIMATES | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 8.70 | 5.93 | 5.95 | 0.00 | 0.02 |
| TOTALS (lbs/day, mitigated) | 8.59 | 4.97 | 4.85 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | хОИ | CO | so2 | PM10 |
| | | | | | ζ |
| TOTALS (lbs/day,unmitigated) | 129.27 | 127.28 | 1,324.25 | 0.84 | 116.94 |
| TOTALS (lbs/day, mitigated) | 126.22 | 124.08 | 1,290.86 | 0.82 | 113.99 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| | ROG | кОИ | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 137.97 | 133.21 | 1,330.20 | 0.84 | 116.96 |
| TOTALS (lbs/day, mitigated) | 134.81 | 129.05 | 1,295.72 | 0.82 | 114.00 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-near term.urk
Project Name: Graton Alt G - NWSP Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATE | S | | | | |
|-------------------------------|-----------|----------|--------|------|-------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 1.53 | 1.08 | 0.95 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 1.52 | 0.91 | 0.78 | 0.00 | 0.00 |
| TOTALS (LDY, MILLIGACEC) | 1.52 | 0.51 | 0.70 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSIO | N ESTIMAT | res | | | |
| Orthorna (initional) annual | ROG | NOx | CO | S02 | PM10 |
| momatic (two unmittenated) | 25.35 | 27.04 | 258.48 | 0.14 | 21.34 |
| TOTALS (tpy, unmitigated) | | | | | |
| TOTALS (tpy, mitigated) | 24.74 | 26.36 | 251.98 | 0.14 | 20.80 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL E | MISSION E | STIMATES | | | |
| | ROG | NOx | co | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 26.89 | 28.12 | 259.43 | 0.14 | 21.34 |
| | | | | | |
| TOTALS (tpy, mitigated) | 26.26 | 27.26 | 252.76 | 0.14 | 20.80 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-near term.urk

Project Name: Graton Alt G - NWSP Near Term

Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

> DETAIL REPORT (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated) ROG NOx PM10 Source 0.44 5.92 4.50 0.01 Natural Gas Hearth - No summer emissions 0.22 0.01 1.44 0.00 0.00 Landscaping Consumer Prdcts 7.39 Architectural Coatings 0.66 TOTALS(lbs/day,unmitigated) 8.70 5.93 0.00 0.02 AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated) ROG NOx CO SO2 PM10 Source Natural Gas Hearth - No summer emissions 4.97 3.70 0.01 0.37 Landscaping 0.18 0.01 1.15 0.00 0.00 Consumer Procts 7.39 Architectural Coatings 0.66 TOTALS (1bs/day, mitigated) 4.97 4.85 0.00 0.01 8.59

Area Source Mitigation Measures

Commercial Increase Efficiency Beyond Title 24

Percent Reduction: 20

Commercial/Industrial Electric Landscape Maintenance Equipment

Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM1.0 |
|---------------------------|--------|--------|----------|------|--------|
| Apartments low rise | 10.48 | 10.11 | 110.46 | 0.07 | 10.24 |
| Regnl shop. center | 118.79 | 117.17 | 1,213.79 | 0.77 | 106.70 |
| - | | | | | |
| TOTAL EMISSIONS (lbs/day) | 129.27 | 127.28 | 1,324.25 | 0.84 | 116.94 |

Includes correction for passby trips.
Includes the following double counting adjustment for internal trips:
Residential trips: 0.00 % reduction. Nonresidential trips:

0.00 % reduction.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|---|---------|--|--------------------------|
| Apartments low rise Regnl shop. center | 9.44 | 6.90 trips/dwelling un. 42.94 trips/1000 sq. ft | · · |

Sum of Total Trips 22,297.20 Total Vehicle Miles Traveled 76,396.96

Vehicle Assumptions:

Fleet Mix:

| 77-1-/-1 - m | Daves and Mana | N 01 | Catalyst | Diesel |
|--------------------------|----------------|--------------|----------|--------|
| Vehicle Type | Percent Type | Non-Catalyst | - | |
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | 0 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | 0 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | 0 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | 0 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | s 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

Travel Conditions

| | Residential | | | Commercial | | |
|---------------------------|-------------|-------|-------|------------|----------|----------|
| | Home- | Home- | Home- | | | |
| | Work | Shop | Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 11.8 | 4.6 | 6.1 | 11.8 | 5.0 | 5.0 |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 10.0 | 10.0 |
| Trip Speeds (mph) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |

% of Trips - Commercial (by land use) Regnl shop. center 2.0 1.0 97.0

MITIGATED OPERATIONAL EMISSIONS

| Apartments low rise Regnl shop, center | ROG 10.26 115.96 | NOx 9.86 114.22 | CO 107.75 1,183.12 | SO2 0.07 0.75 | PM10 9.99 104.00 |
|--|------------------------|-----------------------|--------------------------|---------------------|------------------------|
| TOTAL EMISSIONS (lbs/day) PERCENTAGE REDUCTION % | 126.22 | 124.08 3 | 1,290.86 | 0.82 3 | 113.99 3 |

Includes correction for passby trips.
Includes the following double counting adjustment for internal trips:
Residential trips: 0.00 % reduction. Nonresidential trips:

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | Units Trips |
|---|---------|--|------------------------------------|
| Apartments low rise Regnl shop, center (Worker Trip Rate: 4 | 9.44 | 6.73 trips/dwelling unit 41.90 trips/1000 sq. ft. | 151.00 1,016.59 495.0020,738.96 |

21,755.55 Sum of Total Trips 74,467.29 Total Vehicle Miles Traveled

0.00 % reduction.

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | 0 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | 0 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | 0 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

Travel Conditions

| | Residential | | | Commercial | | |
|---------------------------|---------------|---------------|----------------|------------|----------|----------|
| | Home- Work | Home- Shop | Home- Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 11.8 | 4.6 | 6.1 | 11.8 | 5.0 | 5.0 |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 10.0 | 10.0 |
| Trip Speeds (mph) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |

% of Trips - Commercial (by land use) Regnl shop. center 2.0 1.0 97.0 Page: 6 02/08/2008 11:09 AM

MITIGATION OPTIONS SELECTED

Residential Mitigation Measures

Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 0% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips

Inputs Selected:

The Presence of Local-Serving Retail checkbox was NOT selected.

Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to the 'double counting adjusted' trip rate

to get Mitigated Trips

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied ONLY to worker trips. And the 'double counting adjusted' trip rate is used to get the number of Mitigated Trips

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 0%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was NOT selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10% The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

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 ${\tt Non-Residential\ Other\ Transportation\ Demand\ Measures\ Mitigation}$

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

Inputs Selected:
The 'Secure Bike Parking' measure was selected
The 'Showers/Changing Facilities Provided' measure was selected
The 'Guaranteed Ride Home Program Provided' measure was selected
The 'Information provided on Transportation Alternatives' measure was selected
The 'Dedicated Employee Transportation Coordinator' measure was selected
The 'Carpool Matching Programs' measure was selected
The 'Preferential Carpool/Vanpool Parking' measure was selected

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100 The Diverted Trip % for Blank changed from 10 to 0 The Primary Trip % for Hotel changed from 60 to 100 The Diverted Trip % for Hotel changed from 35 to 0 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2007.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
Mitigation measure .Commercial Increase Efficiency Beyond Title 24
has been changed from off to on.
Mitigation measure .Commercial/Industrial Electric Landscape Maintenance Equipment has been changed from off to on.

Changes made to the default values for Operations

The double counting option switch changed from off to on.
The mitigation option switch changed from off to on.
The operational emission year changed from 2005 to 2008.
The home based work selection item changed from 7 to 6.
The home based shopping selection item changed from 7 to 6.
The home based other selection item changed from 7 to 6.
The commercial based commute selection item changed from 7 to 6.
The commercial based non-work selection item changed from 7 to 6.
The commercial based customer selection item changed from 7 to 6.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Trans Demand Mgmt Measures Mitigation changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-long term.urk
Project Name:
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| corpor purcerou Berrylmac | | | | | |
|----------------------------------|-------------|-------|--------|------|--------|
| AREA SOURCE EMISSION ESTIMATES | noo | NOx | co | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | ROG 8.66 | 5.94 | 5.77 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION D | ESTIMATES | | - | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (1bs/day,unmitigated) | 53.55 | 45.55 | 510.21 | 0.84 | 117.56 |
| TOTALS (IDS/ddy,ummicigaced) | 23.23 | 43.33 | J10.21 | Ų.04 | 117.50 |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTIM | MATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day.unmitigated) | 62.22 | 51.50 | 515.98 | 0.84 | 117.57 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-long term.urk
Project Name: Graton Alt G - NWSP Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | : | | | | |
|------------------------------------|--------|-----------|-------|------|-------|
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 1.53 | 1.08 | 0.94 | 0.00 | 0.00 |
| | | | | • | |
| OPERATIONAL (VEHICLE) EMISSION | ESTIM | ATES | | | |
| OF BIANTIONAL (VENTODE) - INTEREST | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 10.21 | 9.66 | 98.60 | 0.14 | 21.45 |
| SUM OF AREA AND OPERATIONAL EM | TESTON | ретиматре | | | |
| SUM OF AREA AND OPERATIONAL EM | ROG | NOx | co | SO2 | PM10 |
| TOTALS (toy, unmitigated) | 11.74 | 10.74 | 99.53 | 0.14 | 21.46 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt G-long term.urk
Project Name: Graton Alt G - NWSP Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES (Summer Source ROG Natural Gas 0.44 | NOx 5.92 | CO 4.50 | SO2 0 | PM10 0.01 |
|---|-------------|-------------|----------|--------------|
| Hearth - No summer emissions Landscaping 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Procts 7.39 Architectural Coatings 0.66 TOTALS(lbs/day,unmitigated) 8.66 | - 5.94 | - 5 - 77 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| Apartments low rise Commercial | ROG 4.72 48.84 | NOX 3.93 41.62 | CO 46.96 463.25 | SO2 0.08 0.76 | PM10 11.33 106.23 |
|-----------------------------------|----------------------|----------------------|-----------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (1bs/day) | 53.55 | 45.55 | 510.21 | 0.84 | 117.56 |

Includes correction for passby trips.
Includes the following double counting adjustment for internal trips:
Residential trips: 0.00 % reduction. Nonresidential trips:

0.00 % reduction.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------------------------|---------|---|--------------------------|
| Apartments low rise Commercial | 15.30 | 7.67 trips/dwelling ur 42.94 trips/1000 sq. ft | |
| | | Sum of Tot | tal Trins 22,413,47 |

Total Vehicle Miles Traveled 77,143.94

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Çatalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 lbs | 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751-5,750 | 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,500 | | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10,000 | | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 lbs | | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

Travel Conditions

| Traver Conditions | Residential | | | Commercial | | | |
|---------------------------|---------------|---------------|----------------|------------|------|----------|--|
| | Home- Work | Home- Shop | Home- Other | Commute | | Customer | |
| Urban Trip Length (miles) | 11.8 | 4.6 | 6.1 | 11.8 | 5.0 | 5.0 | |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 10.0 | 10.0 | |
| Trip Speeds (mph) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | 4 | |

% of Trips - Commercial (by land use) 97.0 2.0 1.0 Commercial

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments low rise have changed from the defaults 6.9/9.44 to 7.67/15.3 The Primary Trip % for Blank changed from 90 to 100 The Diverted Trip % for Blank changed from 10 to 0 The Primary Trip % for Hotel changed from 60 to 100 The Diverted Trip % for Hotel changed from 35 to 0 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off. The landscape year changed from 2005 to 2020. The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013. The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

Changes made to the default values for Operations

The double counting option switch changed from off to on. The operational emission year changed from 2005 to 2020. The home based work selection item changed from 7 to 6. The home based shopping selection/item changed from 7 to 6. The commercial based commute selection item changed from 7 to 6. The commercial based non-work selection item changed from 7 to 6. The commercial based non-work selection item changed from 7 to 6. The commercial based customer selection item changed from 7 to 6.

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-near term con Project Name: Graton Alt H - Reduced Density Wilfred Site Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| CONSTRUCTION | EMISSION | ESTIMATES |
|--------------|----------|-----------|
|--------------|----------|-----------|

| *** 2007 *** TOTALS (lbs/day,unmitigated) | ROG 22.79 | NOx 161.70 | CO 182.78 | SO2 0.04 | PM10 TOTAL 45.18 | PM10 EXHAUST 6.06 | PM10 DUST 39.12 |
|--|--------------|---------------|--------------|-------------|------------------------|-------------------------|-----------------------|
| *** 2008 *** TOTALS (lbs/day,unmitigated) | ROG 32.45 | NOx 99.55 | CO 128.90 | SO2 0.00 | PM10 TOTAL 4.02 | PM10 EXHAUST 3.72 | PM10 DUST 0.30 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-near term con Project Name: Graton Alt H - Reduced Density Wilfred Site Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| CONCUDITORION | CMTCCTOM | POTEMATER |
|---------------|----------|-----------|

| CONSTRUCTION EMISSION ESTIMAT | ES | | | | PM10 | PM10 | PM10 |
|-------------------------------|------|-------|-------|------|-------|---------|------|
| *** 2007 *** | ROG | NOx | CO | SO2 | TOTAL | EXHAUST | DUST |
| TOTALS (tpy, unmitigated) | 1.53 | 10.75 | 12.09 | 0.00 | 2.65 | 0.42 | 2.23 |
| | | | | | PM10 | РМ10 | PM10 |
| *** 2008 *** | ROG | NOx | co | SO2 | TOTAL | EXHAUST | DUST |
| TOTALS (tpy, unmitigated) | 2.12 | 10.54 | 13.66 | 0.00 | 0.43 | 0.41 | 0.02 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-near term con Project Name: Graton Alt H - Reduced Density Wilfred Site Near Term Const Project Location: San Francisco Bay Area On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007

Construction Duration: 24

Total Land Use Area to be Developed: 66 acres Maximum Acreage Disturbed Per Day: 3.9 acres Single Family Units: 0 Multi-Family Units: 0

Retail/Office/Institutional/Industrial Square Footage: 343000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (1bs/day)

| | | | • | | PM10 | PM10 | PM10 |
|---|-------|---------|--------|-------------|--------|-------------|--------|
| Source | ROG | NOx | CO | S 02 | TOTAL | EXHAUST | DUST |
| *** 2007*** | | | | | | | |
| Phase 1 - Demolition Emission | ons | | | | | | |
| Fugitive Dust | - | - | - | - | 7.09 | - | 7.09 |
| Off-Road Diesel | 11.39 | 84.65 | 85.80 | _ | 3 - 67 | 3.67 | 0.00 |
| On-Road Diesel | 1.42 | 20.44 | 5.27 | 0.04 | 0.70 | 0.60 | 0.10 |
| Worker Trips | 0.07 | 0.12 | 2.08 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 12.88 | 105.21 | 93.15 | 0.04 | 11.47 | 4.27 | 7.20 |
| | | | | | | | |
| Phase 2 - Site Grading Emiss | sions | | | | | | |
| Fugitive Dust | _ | = | = | _ | 39.00 | | 39.00 |
| Off-Road Diesel | 21.30 | 137.31 | 176.47 | _ | 5.47 | 5.47 | 0.00 |
| On-Road Diesel | 1.40 | 24.34 | 5.22 | 0.04 | 0.69 | 0.59 | 0.10 |
| Worker Trips | 0.09 | 0.05 | 1.09 | 0.00 | 0.02 | 0.00 | 0.02 |
| Maximum lbs/day | 22.79 | 161.70 | 182.78 | 0.04 | 45.18 | 6.06 | 39.12 |
| 110312110211 22057 0002 | | | | | | | |
| Phase 3 - Building Construct | ion | | | | | | |
| Bldg Const Off-Road Diesel | 10.62 | 76.09 | 81.91 | _ | 3.19 | 3.19 | 0.00 |
| Bldg Const Worker Trips | 0.85 | 0.51 | 10.87 | 0.00 | 0.16 | 0.01 | 0.15 |
| Arch Coatings Off-Gas | 0.00 | _ | - | - | - | - | _ |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | _ | _ | _ | _ | - | ~ |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 11.47 | 76.60 | 92.77 | 0.00 | 3.35 | 3.20 | 0.15 |
| TONT TONT CO. | | , , , , | | 0.00 | 0.20 | 0.00 | 0.125 |
| Max 1bs/day all phases | 22.79 | 161.70 | 182.78 | 0.04 | 45.18 | 6.06 | 39.12 |
| | | | | | | | |
| *** 2008*** | | | | | | | |
| Phase 1 - Demolition Emission | n a | | | | | | |
| | ms | _ | _ | _ | 0.00 | _ | 0.00 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | | | | | | | |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emiss | ione | | | | | | |
| Fugitive Dust | TOUS | _ | _ | _ | 0.00 | _ | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | . 0.00 |
| Phase 3 - Building Construct | ion | | | | | | |
| Bldg Const Off-Road Diesel | 10.62 | 72.88 | 83,96 | _ | 2.88 | 2.88 | 0.00 |
| Bldg Const Worker Trips | 0.78 | 0.48 | 10.13 | 0.00 | 0.16 | 0.01 | 0.15 |
| | 20.27 | 0.40 | 10.13 | 0.00 | 0.10 | 0.01 | 0.15 |
| Arch Coatings Off-Gas Arch Coatings Worker Trips | 0.78 | 0.48 | 10.13 | 0.00 | 0.16 | 0.01 | 0.15 |
| Asphalt Off-Gas | 0.78 | 0.40 | 10.13 | 0.00 | 0.10 | 0.01 | 0.15 |
| Asphalt Off-Gas Asphalt Off-Road Diesel | 4.14 | 25.51 | 34.30 | _ | 0.82 | 0.82 | 0.00 |
| | 0.04 | 0.67 | 0.15 | 0.00 | 0.02 | 0.82 | 0.00 |
| Asphalt Markar Tring | 0.04 | 0.02 | 0.15 | 0.00 | 0.02 | 0.02 | 0.00 |
| Asphalt Worker Trips | 32.45 | 99.55 | 128.90 | 0.00 | 4.02 | 3.72 | 0.01 |
| Maximum lbs/day | J2.4J | 22.00 | 120.30 | Ų.VU | 4.02 | 3.12 | 0.30 |
| Max lbs/day all phases | 32.45 | 99.55 | 128.90 | 0.00 | 4.02 | 3.72 | 0.30 |
| na ibb/day all phases | 30,43 | 77.55 | -50.50 | | | 0.,5 | Ų.JJ |

2

Rollers

Phase 1 - Demolition Assumptions Start Month/Year for Phase 1: Jun '07 Phase 1 Duration: 1 months Building Volume Total (cubic feet): 85540 Building Volume Daily (cubic feet): 16875 On-Road Truck Travel (VMT): 936 Off-Road Equipment Load Factor Hours/Day No. Type Horsepower Other Equipment 190 0.620 8.0 2 Rubber Tired Dozers 352 0.590 8.0 Rubber Tired Loaders 165 0.465 8. D. 1 Tractor/Loaders/Backhoes 79 0.465 8.0 Phase 2 - Site Grading Assumptions Start Month/Year for Phase 2: Jul '07 Phase 2 Duration: 5 months On-Road Truck Travel (VMT): 928 Off-Road Equipment No. Туре Horsepower Load Factor Hours/Day 2 Crawler Tractors 143 0.575 8.0 2 Graders 174 0.575 8.0 Off Highway Trucks 417 0.490 8.0 1 Rubber Tired Loaders 165 0.465 8.0 2 313 0.660 8.0 Scrapers Tractor/Loaders/Backhoes 79 0.465 8.0 Phase 3 - Building Construction Assumptions Start Month/Year for Phase 3: Dec '07 Phase 3 Duration: 18 months Start Month/Year for SubPhase Building: Dec '07 SubPhase Building Duration: 13 months Off-Road Equipment Horsepower Load Factor Hours/Day No. Туре Concrete/Industrial saws 84 0.730 8.0 190 0.430 8.0 1 Cranes Other Equipment 190 0.620 8.0 Rough Terrain Forklifts 94 0.475 8.0 Tractor/Loaders/Backhoes 79 0.465 8.0 Start Month/Year for SubPhase Architectural Coatings: Jan '08 SubPhase Architectural Coatings Duration: 2 months Start Month/Year for SubPhase Asphalt: Mar '08 SubPhase Asphalt Duration: 3 months Acres to be Paved: 3.9 Off-Road Equipment No. Туре Horsepower Load Factor Hours/Day Pavers 132 0.590 8.0 1 Paving Equipment 111 0.530 8.0

114

0.430

8.0

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0
The Primary Trip % for Hotel changed from 60 to 100
The Diverted Trip % for Hotel changed from 35 to 0
The Pass-By Trip % for Hotel changed from 5 to 0
The Primary Trip % for Office park changed from 80 to 100
The Diverted Trip % for Office park changed from 15 to 0
The Pass-By Trip % for Office park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 5
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-near term.urk
Project Name: Graton Alt H - Reduced Intensity Wilfred Site Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT {Pounds/Day - Summer}

| AREA SOURCE EMISSION ESTIMATES | | | | • | |
|---------------------------------|------------|--------|----------|------|--------|
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (1bs/day,unmitigated) | 0.36 | 1.29 | 2.52 | 0.00 | 0.01 |
| TOTALS (lbs/day, mitigated) | 0.30 | 1.03 | 2.02 | 0.00 | 0.01 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | |
| | ROG | · NOx | co | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 262.87 | 507.97 | 4,445.42 | 3.09 | 545.12 |
| TOTALS (lbs/day, mitigated) | 251.28 | 485.27 | 4,246.39 | 2.95 | 520.77 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day,unmitigated) | 263.23 | 509.26 | 4,447.94 | 3.09 | 545.13 |
| TOTALS (lbs/day, mitigated) | 251.58 | 486.31 | 4,248.40 | 2.95 | 520.77 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-near term.urk
Project Name: Graton Alt H - Reduced Intensity Wilfred Site Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

File Name: Project Name: Project Location:

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATE | S | | | | |
|--------------------------------|----------|-----------|--------|------|-------|
| | ROG | NOx | CO | 502 | PM10 |
| TOTALS (tpy, unmitigated) | 0.04 | 0.23 | 0.33 | 0.00 | 0.00 |
| TOTALS (tpy, mitigated) | 0.04 | 0.19 | 0.26 | 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | N ESTIMA | ATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 53.85 | 108.47 | 822.94 | 0.56 | 99.48 |
| TOTALS (tpy, mitigated) | 51.46 | 103.62 | 786.10 | 0.53 | 95.04 |
| | | | | | |
| SUM OF AREA AND OPERATIONAL E | | ESTIMATES | | | |
| | ROG | NOx | CO . | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 53.89 | 108.70 | 823.26 | 0.56 | 99.49 |
| TOTALS (tpy, mitigated) | 51.49 | 103.81 | 786.36 | 0.53 | 95.04 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-near term.ur}
Project Name: Graton Alt H - Reduced Intensity Wilfred Site Near Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmit: | igated) | |
|--|-------------|-------------|-------------|----------|--------------|
| Source | ROG | NOx | CO | SO2 | PM10 |
| Natural Gas | 0.09 | 1.28 | 1.08 | 0 | 0.00 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.22 | 0.01 | 1.44 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 0.05 | - | - | _ | _ |
| TOTALS(lbs/day,unmitigated) | 0.36 | 1.29 | 2.52 | 0.00 | 0.01 |
| | | | | | |
| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Mitiga | ted) | |
| | | | | | |
| Source | ROG | NOx | CO | S02 | PM10 |
| Source Natural Gas | ROG 0.07 | NOx 1.03 | CO 0.86 | S02 0 | PM10 0.00 |
| | | | | | |
| Natural Gas | | | | | |
| Natural Gas Hearth - No summer emissions | 0.07 | 1.03 | 0.86 | 0 | 0.00 |
| Natural Gas Hearth - No summer emissions Landscaping | 0.07 | 1.03 | 0.86 | 0 | 0.00 |

Area Source Mitigation Measures

Residential Increase Efficiency Beyond Title 24 Percent Reduction: 20

Commercial Increase Efficiency Beyond Title 24
Percent Reduction: 20

Industrial Increase Efficiency Beyond Title 24

Percent Reduction: 20

Residential Electric Landscape Maintenance Equipment

Percent Reduction: 20 Commercial/Industrial Electric Landscape Maintenance Equipment

Percent Reduction: 20

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | \$02 | PM10 |
|---------------------------|--------|--------|----------|------|--------|
| Casino | 255.70 | 496.28 | 4,343.16 | 3.01 | 532.58 |
| Hotel | 7.17 | 11.68 | 102.25 | 0.07 | 12.54 |
| TOTAL EMISSIONS (lbs/day) | 262.87 | 507.97 | 4.445.42 | 3.09 | 545.12 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 293.0011,552.99 100.00 272.00 |
| | | Sum of Total T Total Vehicle Miles Trave | |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 1bs | 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,750 | 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,500 | 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,000 | 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

Travel Conditions

| | Residential | | | Commercial | | |
|---------------------------|---------------|---------------|----------------|------------|------------|---------|
| | Home- Work | Home- Shop | Home- Other | Commute | Non-Work C | ustomer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | 15.0 | 10.0 | 10.0 | 15.0 | 35.5 | 35.5 |
| Trip Speeds (mph) | 30.0 | 50.0 | 50.0 | 30.0 | 50.0 | 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (| by land i | use) | | | | |
| Casino | | | | 5.0 | 2.5 | 92.5 |
| Hotel | | | | 5.0 | 2.5 | 92.5 |

MITIGATED OPERATIONAL EMISSIONS

| Casino Hotel | ROG 244.38 6.91 | NOx 474:11 11.16 | CO 4,148.71 97.68 | SO2 2.88 0.07 | PM10 508.79 11.98 |
|--|-----------------------|------------------------|-------------------------|---------------------|-------------------------|
| TOTAL EMISSIONS (1bs/day) PERCENTAGE REDUCTION % | 251.28 | 485.27 | 4,246.39 | 2.95 | 520.77 |
| | 4 | 4 | 4 | 4 | 4 |

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | Units | Trips |
|------------------------------|---------|--------------------------|------------|-------|
| Casino (Worker Trip Rate: | a6 81) | 37.68 trips/1000 sq. ft. | 293.0011,0 | 41.28 |
| Hotel (Worker Trip Rate: | | 2.60 trips/rooms | 100.00 2 | 59.95 |
| (MOTRET TITE MACC. | 2.31, | | | |

Sum of Total Trips 11,301.23
Total Vehicle Miles Traveled 344,037.73

Total

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|--------------------------|--------------|--------------|----------|--------|
| Light Auto | 55.00 | 1.60 | 98.00 | 0.40 |
| Light Truck < 3,750 lb | s 15.00 | 2.70 | 95.30 | 2.00 |
| Light Truck 3,751- 5,75 | 0 16.20 | 1.20 | 97.50 | 1.30 |
| Med Truck 5,751-8,50 | 0 7.20 | 1.40 | 95.80 | 2.80 |
| Lite-Heavy 8,501-10,00 | 0 '1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,00 | 0 0.40 | 0.00 | 50.00 | 50.00 |
| Med-Heavy 14,001-33,00 | 0 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,00 | 0 0,90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lb | s 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.70 | 76.50 | 23.50 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 8.30 | 83.30 | 8.40 |

Travel Conditions

| | Residential | | | Commercial | | |
|--|---------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| which much comple (aid) -1 | Home- Work | Home- Shop | Home- Other | Commute | Non-Work | |
| Urban Trip Length (miles) Rural Trip Length (miles) 'Trip Speeds (mph) | | 35.5 10.0 50.0 | 35.5 10.0 50.0 | 11.8 15.0 30.0 | 35.5 35.5 50.0 | 35.5 35.5 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (Casino Hotel | by land u | ise) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures _______

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.25%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 24

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 2.18%

Inputs Selected:

The Number of Intersections per Square Mile is 100

The Percent of Streets with Sidewalks on One Side is 50%

The Percent of Streets with Sidewalks on Both Sides is 10%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 30%

Non-Residential Free Transit Passes Mitigation

Percent Reduction in Trips is 0.06%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The Free Transit Passes checkbox was selected.

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 2.24%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Showers/Changing Facilities Provided' measure was selected The 'Guaranteed Ride Home Program Provided' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Dedicated Employee Transportation Coordinator' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85

The Diverted Trip % for Blank changed from 10 to 15
```

The Primary Trip % for Hotel changed from 60 to 85

The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.

The area souce mitigation measure option switch changed from off to on.

The landscape year changed from 2005 to 2007.

The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

Mitigation measure Residential Increase Efficiency Beyond Title 24 has been changed from off to on.

Mitigation measure Commercial Increase Efficiency Beyond Title 24

has been changed from off to on.

Mitigation measure Industrial Increase Efficiency Beyond Title 24

has been changed from off to on.

Mitigation measure Residential Electric Landscape Maintenance Equipment

has been changed from off to on.

Mitigation measure Commercial/Industrial Electric Landscape Maintenance Equipment has been changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on.

The operational emission year changed from 2005 to 20

The operational emission year changed from 2005 to 2008.

The home based work selection item changed from 7 to 6.

The home based shopping trip speed changed from 30 to 50.

The home based shopping selection item changed from 7 to 10.

The home based shopping urban trip length changed from 4.6 to 35.5.

The home based other trip speed changed from 30 to 50.

The home based other selection item changed from 7 to 10.

The home based other urban trip length changed from 6.1 to 35.5.

The commercial based commute selection item changed from 7 to 6.

The commercial based non-work trip speed changed from 30 to 50.

The commercial based non-work selection item changed from 7 to 10.

The commercial based non-work urban trip length changed from 5.0 to 35.5.

The commercial based non-work rural trip length changed from 10 to 35.5.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer rural trip length changed from 10 to 35.5.

The Res and Non-Res Local-Serving Retail Mitigation changed from off to on. The Res and Non-Res Transit Service Mitigation changed from off to on.

The Res and Non-Res Ped/Bike Mitigation changed from off to on.

The Res and Mon-Res Trans Demand Mgmt Measures Mitigation changed from off to on.

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URBEMIS 2002 For Windows 8.7.0

File Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-long term.urb
Project Name:
C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-long term.urb
Project Location:
San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | noo | NO | | 502 | PM10 |
|---------------------------------|------------------|-------------|----------|--------|--------|
| TOTALS (lbs/day,unmitigated) | ROG 0.32 | NOx 1.30 | 2.34 | . 0.00 | 0.00 |
| OPERATIONAL (VEHICLE) EMISSION | ESTIMATES ROG | NOx | co | SO2 | PM10 |
| TOTALS (1bs/day,unmitigated) | 103.08 | 173.34 | 1,682.54 | 3.06 | 543.27 |
| SUM OF AREA AND OPERATIONAL EMI | SSION ESTI | MATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (lbs/day, unmitigated) | 103.40 | 174.64 | 1,684.88 | 3.07 | 543.27 |

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URBEMIS 2002 For Windows

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-long term.urb
Project Name: Graton Alt H - Reduced Intensity Wilfred Site Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Tons/Year)

| AREA SOURCE EMISSION ESTIMATES | | | | | |
|--------------------------------|-------|------------|--------|------|-------|
| | ROG | NOx | CO | S02 | PM10 |
| TOTALS (tpy, unmitigated) | 0.04 | 0.24 | 0.31 | 0.00 | 0.00 |
| | | | | | |
| OPERATIONAL (VEHICLE) EMISSION | ESTIM | ATES | | | |
| | ROG | NOx | CO | SO2 | PM10 |
| TOTALS (tpy, unmitigated) | 21.06 | 37.01 | 309.14 | 0.56 | 99.15 |
| | | namrıcımna | | | |
| SUM OF AREA AND OPERATIONAL EM | | ESTIMATES | an | S02 | PM10 |
| | ROG | NOX | CO | | |
| TOTALS (tov. unmitigated) | 21.10 | 37.25 | 309.45 | 0.56 | 99.15 |

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Graton V3\Graton-Alt H-long term.urb
Project Name: Graton Alt H - Reduced Intensity Wilfred Site Long Term
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES | (Summer | Pounds per | Day, Unmiti | igated) | |
|--------------------------------|---------|------------|-------------|---------|------|
| Source ' | ROG | NOx | co | S02 | PMlO |
| Natural Gas | 0.09 | 1.28 | 1.08 | 0 | 0.00 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.18 | 0.02 | 1.26 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 0.05 | - | - | _ | _ |
| TOTALS(lbs/day.unmitigated) | 0.32 | 1.30 | 2.34 | 0.00 | 0.00 |

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | S02 | PM10 |
|---------------------------|--------|--------|----------|------|--------|
| Casino | 100.08 | 169.35 | 1,643.84 | 2.99 | 530.77 |
| Hotel | 3.00 | 3.99 | 38.70 | 0.07 | 12.50 |
| | | | | | |
| TOTAL EMISSIONS (lbs/day) | 103.08 | 173.34 | 1,682.54 | 3.06 | 543.27 |

Includes correction for passby trips. Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Total Units Trips |
|-----------------|---------|--|----------------------------------|
| Casino Hotel | | 39.43 trips/1000 sq. ft. 2.72 trips/rooms | 293.0011,552.99 100.00 272.00 |
| | | Company Makes | mi 11 004 00 |

Sum of Total Trips 11,824.99
Total Vehicle Miles Traveled 360,124.90

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto | 54.40 | 0.40 | 99.40 | 0.20 |
| Light Truck < 3,750 lbs | s 15.30 | 0.70 | 98.00 | 1.30 |
| Light Truck 3,751- 5,750 | 0 16.40 | 0.60 | 98.80 | 0.60 |
| Med Truck 5,751-8,50 | 7.30 | 0.00 | 98.60 | 1.40 |
| Lite-Heavy 8,501-10,000 | 0 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 0 1.00 | 0.00 | 20.00 | 80.00 |
| Heavy-Heavy 33,001-60,000 | 0.80 | 0.00 | 0.00 | 100.00 |
| Line Haul > 60,000 lbs | s 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.20 | 0.00 | 50.00 | 50.00 |
| Motorcycle | 1.60 | 50.00 | 50.00 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.50 | 0.00 | 93.30 | 6.70 |

Travel Conditions

| Traver conditions | | Residential | | | Commercia | ı |
|---|---------|---------------------------------------|--|---------------------------------|----------------------------------|----------------------------------|
| Urban Trip Length (miles) Rural Trip Length (miles) Trip Speeds (mph) | | Home- Shop 35.5 10.0 50.0 | Home- Other 35.5 10.0 50.0 | Commute 11.8 15.0 30.0 | Non-Work 35.5 35.5 50.0 | Customer 35.5 35.5 50.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | i |
| % of Trips - Commercial (Casino Hotel | by land | use) | | 5.0 5.0 | 2.5 2.5 | 92.5 92.5 |

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Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 85 The Diverted Trip % for Blank changed from 10 to 15 The Primary Trip % for Hotel changed from 60 to 85 The Diverted Trip % for Hotel changed from 35 to 15 The Pass-By Trip % for Hotel changed from 5 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The landscape year changed from 2005 to 2020.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0013.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2020.

The home based work selection item changed from 7 to 6.

The home based shopping trip speed changed from 30 to 50.

The home based shopping urban trip length changed from 7 to 10.

The home based other trip speed changed from 30 to 50.

The home based other trip speed changed from 30 to 50.

The home based other selection item changed from 7 to 10.

The home based other urban trip length changed from 6.1 to 35.5.

The commercial based commute selection item changed from 7 to 6.

The commercial based non-work trip speed changed from 30 to 50.

The commercial based non-work selection item changed from 7 to 10.

The commercial based non-work selection item changed from 5.0 to 35.5.

The commercial based customer trip speed changed from 30 to 50.

The commercial based customer selection item changed from 7 to 10.

The commercial based customer selection item changed from 30 to 35.5.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 7 to 10.

The commercial based customer urban trip length changed from 5.0 to 35.5.

The commercial based customer urban trip length changed from 5.0 to 35.5.

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Urbernis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\equinn\Application Data\Urbernis\Version9a\Projects\Graton Alt A GHG.urb9

Project Name: Graton GHG - Alternatives A, B, C, and F

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Urbemis 2007 Version 9.2.2

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton Alt A GHG.urb9

Project Name: Graton GHG - Alternatives A, B, C, and F

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

| | <u>CO2</u> |
|-------------------------------------|------------|
| 2007 TOTALS (tons/year unmitigated) | 905.42 |
| 2007 TOTALS (tons/year mitigated) | 905.42 |
| Percent Reduction | 0.00 |
| | |
| 2008 TOTALS (tons/year unmitigated) | 1,758.00 |
| 2008 TOTALS (tons/year mitigated) | 1,758.00 |
| Percent Reduction | 0.00 |
| | |
| 2009 TOTALS (tons/year unmitigated) | 1,448.55 |
| 2009 TOTALS (tons/year mitigated) | 1,448.55 |
| Percent Reduction | 0.00 |

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AREA SOURCE EMISSION ESTIMATES

<u>C07</u>

1,121.77

TOTALS (tons/year, unmitigated)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

84,774.26 TOTALS (tons/year, unmitigated)

<u>C02</u>

C02 SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

85,896.03 TOTALS (tons/year, unmitigated)

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Urbemis 2007 Version 9.2.2

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton Alt A GHG.urb9

Project Name: Graton GHG - Alternatives A, B, C, and F

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

C02

| 25,083.49 | 25,083.49 | 13,478.62 | 13,478.62 |
|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|
| 2007 TOTALS (lbs/day unmitigated) | 2007 TOTALS (lbs/day mitigated) | 2008 TOTALS (lbs/day unmitigated) | 2008 TOTALS (lbs/day mitigated) |

| 15,907.17 |
|-----------------------------------|
| 2009 TOTALS (lbs/day unmitigated) |

| | 15,907.17 |
|---|-----------------|
| | |
| • | y mitigated) |
| • | s/da |
| • | 2009 TOTALS (II |

AREA SOURCE EMISSION ESTIMATES

| TOTALS (lbs/day, unmitigated) |
|-------------------------------|

| • | VI |
|---|----|
| C | ᆲ |
| è | 31 |
| | ٠, |

6,149.50

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OPERATIONAL (VEHICLE) EMISSION ESTIMATES

487,653.14

C02

TOTALS (lbs/day, unmitigated)

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

C02

TOTALS (lbs/day, unmitigated)

493,802.64

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<u>C02</u>

| 7,396.31 | 7,396.31 | 0.00 | 3,550.69 | 3,734.79 | 110.83 | 11,664.26 | 11,664.26 | 0.00 | 11,248.66 | 0.00 | 415.60 | 11,664.26 | 11,664.26 | 0.00 | 11,248.66 | 0.00 | 415.60 |
|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips | Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips |

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)

| 25,083.49 | 13,419.23 | 5,127.20 | 4,334.22 | 3,957.82 | 11,664.26 | 0.00 | 11,248.66 | 0.00 | 415.60 | 13,419.23 | 13,419.23 | 5,127.20 | 4,334.22 | 3,957.82 | 13,419.61 | 13,419.61 | 5,127.20 | 4,334.41 | 3,958.00 |
|--|--------------------------------|--------------------------|-----------------------|------------------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|
| Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips |

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| 13.478.62 | 13,419.61 | 5,127.20 | 4,334.41 | 3,958.00 | 59.01 | 0.00 | 59.01 | 13,480.44 | 13,421.40 | 5,127.20 | 4,334.50 | 3,959.70 | 59.04 | 0.00 | 59.04 |
|--|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|-----------------------|------------------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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| 15,907.17 | 2,426.73 | 0.00 | 1,897.30 | 335.39 | 194.04 | 13,421.40 | 5,127.20 | 4,334.50 | 3,959.70 | 59.04 | 0.00 | 59.04 | 2,485.77 | 2,426.73 | 0.00 | 1,897.30 | 335.39 | 194.04 | 59.04 | 0.00 | 59.04 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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Phase Assumptions

Phase: Demolition 6/1/2007 - 7/1/2007 - Type Your Description Here

Building Volume Total (cubic feet): 85162

Building Volume Daily (cubic feet): 16698

On Road Truck Travel (VMT): 927.67

Off-Road Equipment:

Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Fine Grading 9/1/2007 - 10/1/2007 - Default Fine Site Grading Description

Total Acres Disturbed: 25.62

Maximum Daily Acreage Disturbed: 6.4

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day

3 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

I Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Mass Grading 7/1/2007 - 8/31/2007 - Type Your Description Here

Total Acres Disturbed: 25.62

Maximum Daily Acreage Disturbed: 6.4

Fugitive Dust Level of Detail: Default

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20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 2 Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day
- 3 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
- Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
- 2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- 2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
 - 2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
- 3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Paving 8/1/2009 - 12/31/2009 - Default Paving Description

Acres to be Paved: 6.4

Off-Road Equipment:

- 2 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
- 3 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

Phase: Building Construction 10/1/2007 - 9/30/2009 - Default Building Construction Description

Off-Road Equipment:

- 3 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 3 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- 3 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day
- 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| <u>CO2</u> | 7,396.31 | 7,396.31 | 0.00 | 3,550.69 | 3,734.79 | 110.83 | 11,664.26 | 11,664.26 | 0.00 | 11,248.66 | 0.00 | 415.60 |
|------------|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| | Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips |

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| 11,664.26 | 11,664.26 | 0.00 | 11,248.66 | 00.00 | 415.60 | 25.083.49 | 13,419.23 | 5,127.20 | 4,334.22 | 3,957.82 | 11,664.26 | 0.00 | 11,248.66 | 0.00 | 415.60 | 13,419.23 | 13,419.23 |
|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|
| Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 |

5,127.20 4,334.22 3,957.82

Building Off Road Diesel Building Vendor Trips Building Worker Trips

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| 13,419.61 | 13,419.61 | 5,127.20 | 4,334.41 | 3,958.00 | 3 13,478.62 | 13,419.61 | 5,127.20 | 4,334.41 | 3,958.00 | 59.01 | 0.00 | 59.01 | 13,480.44 |
|------------------|--------------------------------|--------------------------|-----------------------|------------------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|---|
| Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 |

13,421.40

Building 10/01/2007-09/30/2009

Building Off Road Diesel Building Vendor Trips Building Worker Trips

4,334.50 3,959.70 59.04 0.00

Coating 12/31/2008-12/31/2009

59.04

Architectural Coating Coating Worker Trips

5,127.20

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| 15,907.17 | 2,426.73 | 00.0 | 1,897.30 | 335.39 | 194.04 | 13,421.40 | 5,127.20 | 4,334.50 | 3,959.70 | 59.04 | 0.00 | 59.04 | 2,485.77 | 2,426.73 | 0.00 | 1,897.30 | 335.39 | 194.04 | 59.04 | 0.00 | 59.04 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase. Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior. Use Low VOC Coatings mitigation reduces emissions by:

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by. ROG: 10% For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by: ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitgation reduces emissions by:

ROG: 10%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source

Natural Gas

6,144.00

Hearth - No Summer Emissions

Landscape

5.50

Consumer Products

Architectural Coatings

6,149.50 TOTALS (lbs/day, unmitigated)

Area Source Changes to Defaults

Page: 14

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

 Source
 CO2

 Hotel
 23,541.06

 Casino
 464,112.08

 TOTALS (lbs/day, unmitigated)
 487,653.14

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 85 Season: Summer

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

| Uses | |
|---------|--|
| of Land | |
| Summary | |

| Total VMT | 24,850.92 | 489,935.95 | 514,786.87 | | Diesel | 0.0 | 1.6 | 0.0 | 0.0 |
|---------------|-----------|------------|------------|-------------------|--------------|------------|------------------------|---------------------------|-------------------------|
| Total Trips | 816.00 | 16,087.44 | 16,903.44 | | Catalyst | 100.0 | 98.4 | 100.0 | 100.0 |
| No. Units | 300.00 | 408.00 | | | /st | 0.0 | 0.0 | 0.0 | 0.0 |
| Unit Type | rooms | 1000 sq ft | | <u>Aix</u> | Non-Catalyst | 0 | 0 | 0 | D |
| Trip Rate | 2.72 | 39.43 | | Vehicle Fleet Mix | Type | 54.0 | 12.6 | 19.9 | 6.6 |
| Acreage | | | | | Percent Type | | | | |
| | | | | | | | | | |
| Land Use Type | Hotel | Casino | | | Vehicle Type | Light Auto | Light Truck < 3750 lbs | Light Truck 3751-5750 lbs | Med Truck 5751-8500 lbs |

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Chieford Lessisiani I Innetitation

Operational Unmitigated Detail Report:

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| | | Vehicle Fleet Mix | et Mix | | | |
|---------------------------------------|-----------|-------------------|--------------|---------|------------|----------|
| Vehicle Type | | Percent Type | Non-Catalyst | | Catalyst | Diesel |
| Lite-Heavy Truck 8501-10,000 lbs | | 6.0 | 0.0 | | 77.8 | 22.2 |
| Lite-Heavy Truck 10,001-14,000 lbs | | 9.0 | 0.0 | | 50.0 | 90.09 |
| Med-Heavy Truck 14,001-33,000 lbs | | 1.0 | 0.0 | | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | | 0.3 | 0.0 | | 0.0 | 100.0 |
| Other Bus | | 0.1 | 0.0 | | 0.0 | 100.0 |
| Urban Bus | | 0.1 | 0.0 | | 0.0 | 100.0 |
| Motorcycle | | 3.2 | 40.6 | | 59.4 | 0.0 |
| School Bus | | 0.1 | 0.0 | | 0.0 | 100.0 |
| Motor Home | | 9.0 | 0.0 | | 83.3 | 16.7 |
| | | Travel Conditions | litions | | | |
| | | Residential | | | Commercial | |
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 9.9 | 9.9 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| | | | | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Hotel | | | | 5.0 | 2.5 | 92.5 |
| Casino | | | | 5.0 | 2.5 | 92.5 |

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Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 11.8 miles

Home-based shop urban trip length.changed from 7.3 miles to 35.5 miles

Home-based other urban trip length changed from 7.5 miles to 35.5 miles

Commercial-based commute urban trip length changed from 9.5 miles to 11.8 miles

Commercial-based non-work urban trip length changed from 7.35 miles to 35.5 miles

Commercial-based customer urban trip length changed from 7.35 miles to 35.5 miles

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Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alts. D and H GHG.urb9

Project Name: Graton GHG - Alternatives D and H

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Urbemis 2007 Version 9.2.2

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alts. D and H GHG.urb9

Project Name: Graton GHG - Alternatives D and H

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

| <u>CO2</u> | 711.99 | 711.99 | 00:00 | 1,119.92 | 1,119.92 | 00:00 | 914.48 | 914.48 | 00:0 |
|------------|-------------------------------------|-----------------------------------|-------------------|-------------------------------------|-----------------------------------|-------------------|-------------------------------------|-----------------------------------|-------------------|
| | 2007 TOTALS (tons/year unmitigated) | 2007 TOTALS (tons/year mitigated) | Percent Reduction | 2008 TOTALS (tons/year unmitigated) | 2008 TOTALS (tons/year mitigated) | Percent Reduction | 2009 TOTALS (tons/year unmitigated) | 2009 TOTALS (tons/year mitigated) | Percent Reduction |

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AREA SOURCE EMISSION ESTIMATES

C02 603.47

TOTALS (tons/year, unmitigated)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

C02

59,304.78 TOTALS (tons/year, unmitigated)

C02 SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

TOTALS (tons/year, unmitigated)

59,908.25

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Urbernis 2007 Version 9.2.2

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alts. D and H GHG.urb9

Project Name: Graton GHG - Alternatives D and H

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

| <u>CO2</u> | 19,222.03 | 19,222.03 | 8,585.15 8,585.15 |
|------------|-----------------------------------|---------------------------------|--|
| | 2007 TOTALS (lbs/day unmitigated) | 2007 TOTALS (lbs/day mitigated) | 2008 TOTALS (lbs/day unmitigated) 2008 TOTALS (lbs/day mitigated) |

AREA SOURCE EMISSION ESTIMATES

9,982.92 9,982.92

2009 TOTALS (lbs/day unmitigated) 2009 TOTALS (lbs/day mitigated)

TOTALS (lbs/day, unmitigated)

C02

3,309.50

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OPERATIONAL (VEHICLE) EMISSION ESTIMATES

C02

TOTALS (lbs/day, unmitigated)

341,143.19

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

8

TOTALS (lbs/day, unmitigated)

344,452.69

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CO CO

| 7,396.31 | 7,396.31 | 0.00 | 3,550.69 | 3,734.79 | 110.83 | 10,673.38 | 10,673.38 | 0.00 | 10,313.20 | 0.00 | 360.18 | 10,673.38. | 10,673.38 | 00'0 | 10,313.20 | 00.00 | 360.18 |
|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips | Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips |

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| 19,222.03 | 8,548.65 | 3,451.57 | 2,664.22 | 2,432.85 | 10,673.38 | 00.00 | 10,313.20 | 0.00 | 360.18 | 8,548.65 | 8,548.65 | 3,451.57 | 2,664.22 | 2,432.85 | 8,548.88 | 8,548.88 | 3,451.57 |
|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|--------------------------------|--------------------------|
| Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel |

2,664.34

Building Vendor Trips Building Worker Trips

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| 8.585.15 | 8,548.88 | 3,451.57 | 2,664.34 | 2,432.96 | 36.27 | 0.00 | 36.27 | 8,586.27 | 8,549.98 | 3,451.57 | 2,664.40 | 2,434.01 | 36.29 | 0.00 | 36.29 |
|--|--------------------------------|--------------------------|-----------------------|------------------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|-----------------------|------------------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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| 9,982.92 | 1,396.65 | 00.00 | 1,079.29 | 206.48 | 110.88 | 8,549.98 | 3,451.57 | 2,664.40 | 2,434.01 | 36.29 | 0.00 | 36.29 | 1,432.93 | 1,396.65 | 0.00 | 1,079.29 | 206.48 | 110.88 | 36.29 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|---------------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 |

0.00

Architectural Coating Coating Worker Trips

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Phase Assumptions

Phase: Demolition 6/1/2007 - 7/1/2007 - Type Your Description Here

Building Volume Total (cubic feet): 85162

Building Volume Daily (cubic feet): 16698

On Road Truck Travel (VMT): 927.67

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Fine Grading 9/1/2007 - 10/1/2007 - Default Fine Site Grading Description

Total Acres Disturbed: 15.75

Maximum Daily Acreage Disturbed: 3.94

Fugitive Dust Level of Detail: Default

Iglilye Dust Level of De

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day

2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day 2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Mass Grading 7/1/2007 - 8/31/2007 - Type Your Description Here

Fotal Acres Disturbed: 15.75

Maximum Daily Acreage Disturbed; 3.94

Fugitive Dust Level of Detail: Default

1/17/2008 3:35:34 PM

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day

2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Paving 8/1/2009 - 12/31/2009 - Default Paving Description

Acres to be Paved: 3.94

Off-Road Equipment:

I Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

Phase: Building Construction 10/1/2007 - 9/30/2009 - Default Building Construction Description

Off-Road Equipment:

2 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

I Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day 2 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250 Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250 Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| CO2 | 7,396.31 | 7,396.31 | 0.00 | 3,550.69 | 3,734.79 | 110.83 | 10,673.38 | 10,673.38 | 0.00 | 10,313.20 | 0.00 | 360.18 |
|-----|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| | Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips |

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| 10,673.38 | 10,673.38 | 0.00 | 10,313.20 | 00.00 | 360.18 | 19,222.03 | 8,548.65 | 3,451.57 | 2,664.22 | 2,432.85 | 10,673.38 | 0.00 | 10,313.20 | 00:00 | 360.18 | 8,548.65 | 8,548.65 | 3,451.57 |
|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|---------------------------------|--------------------------|-----------------------|-----------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|
| Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/1/2007-10/1/2007 Active Days: 1 | .Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel |

2,664.22 2,432.85

Building Vendor Trips Building Worker Trips

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| 8,548.88 | 8,548.88 | 3,451.57 | 2,664.34 | 2,432.96 | 8,585,15 | 8,548.88 | 3,451.57 | 2,664.34 | 2,432.96 | 36.27 | 00.00 | 36.27 | 8,586.27 | 8,549.98 | 3,451.57 | 2,664.40 | 2,434.01 | 36.29 | 00'0 | 36.29 |
|--|--------------------------------|--------------------------|-----------------------|------------------------------|--|--------------------------------|--------------------------|------------------------------|------------------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|------------------------------|------------------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

1/17/2008 3:35:34 PM

| 9.982.92 | 1,396.65 | 00:00 | 1,079.29 | 206.48 | 110.88 | 8,549.98 | 3,451.57 | 2,664.40 | 2,434.01 | 36.29 | 00.00 | 36.29 | 1,432.93 | 1,396.65 | 0.00 | 1,079.29 | 206.48 | 110.88 | 36.29 | 00.00 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|-----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Dieset | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating |

36.29

Coating Worker Trips

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior. Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

CO2

3,304.00 Natural Gas

Hearth - No Summer Emissions

Landscape

5.50

Consumer Products

Architectural Coatings

TOTALS (lbs/day, unmitigated)

3,309.50

Area Source Changes to Defaults

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

 Source
 CO2

 Hotel
 7,847.02

 Casino
 333,296.17

 TOTALS (lbs/day, unmitigated)
 341,143.19

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

| Uses | |
|---------|--|
| and | |
| ₽ | |
| Summary | |

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT | |
|---------------------------|--------------|-------------------|--------------|-----------|-------------|------------|--|
| Hotel | | 2.72 | rooms | 100.00 | 272.00 | 8,283.64 | |
| Casino | | 39.43 | 1000 sq ft | 293.00 | 11,552.99 | 351,841.26 | |
| | | | | | 11,824.99 | 360,124.90 | |
| | 7 | Vehicle Fleet Mix | ×ı | | | | |
| Vehicle Type | Percent Type | lype | Non-Catalyst | žį. | Catalyst | Diesel | |
| Light Auto | | 54.0 | Ö | 0.0 | 100.0 | 0.0 | |
| Light Truck < 3750 lbs | | 12.6 | Ö | 0.0 | 98.4 | 1.6 | |
| Light Truck 3751-5750 lbs | | 19.9 | Ó | 0.0 | 100.0 | 0.0 | |
| Med Truck 5751-8500 lbs | | 6.6 | Ö | 0.0 | 100.0 | 0.0 | |

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| | | Vehicle Fleet Mix | et Mix | | ٠ | | |
|---------------------------------------|-----------|-------------------|--------------|---------|------------|----------|--|
| Vehicle Type | | Percent Type | Non-Catalyst | J | Catalyst | Diese | |
| Lite-Heavy Truck 8501-10,000 lbs | | 6:0 | 0.0 | | 8.77 | 22.2 | |
| Lite-Heavy Truck 10,001-14,000 lbs | | 9.0 | 0.0 | | 50.0 | 90.09 | |
| Med-Heavy Truck 14,001-33,000 lbs | | 1.0 | 0.0 | | 20.0 | 80.0 | |
| Heavy-Heavy Truck 33,001-60,000 lbs | | 0.3 | 0.0 | | 0.0 | 100.0 | |
| Other Bus | | 0.1 | 0.0 | | 0.0 | 100.0 | |
| Urban Bus | | 0.1 | 0.0 | | 0.0 | 100.0 | |
| Motorcycle | | 3.2 | 40.6 | | 59.4 | 0.0 | |
| School Bus | | 0.1 | 0.0 | | 0.0 | 100.0 | |
| Motor Home | | 9.0 | 0.0 | | 83.3 | 16.7 | |
| | | Travel Conditions | ditions | | | | |
| | | Residential | | | Commercial | | |
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer | |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 | |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 | |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | | |
| % of Trips - Commercial (by land use) | | | | | | · | |
| Hotel | | | | 9.0 | 2.5 | 92.5 | |
| Casino | | | | 5.0 | 2.5 | 92.5 | |

1/17/2008 3:35:34 PM

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 11.8 miles

Home-based shop urban trip length changed from 7.3 miles to 35.5 miles

Home-based other urban trip length changed from 7.5 miles to 35.5 miles

Commercial-based commute urban trip length changed from 9.5 miles to 11.8 miles

Commercial-based non-work urban trip length changed from 7.35 miles to 35.5 miles

Commercial-based customer urban trip length changed from 7.35 miles to 35.5 miles

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Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alt. E GHG.urb9

Project Name: Graton GHG - Alternatives E

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Urbemis 2007 Version 9.2.2

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alt. E GHG.urb9

Project Name: Graton GHG - Alternatives E

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

|) | <u>CO7</u> | 1,326.04 | 1,326.04 | 0.00 | 4,332.09 | 4,332.09 | 00:00 | 3,283.33 | 3,283.33 | 0.00 |
|---|------------|-------------------------------------|-----------------------------------|-------------------|-------------------------------------|-----------------------------------|-------------------|-------------------------------------|-----------------------------------|-------------------|
| | | 2007 TOTALS (tons/year unmitigated) | 2007 TOTALS (tons/year mitigated) | Percent Reduction | 2008 TOTALS (tons/year unmitigated) | 2008 TOTALS (tons/year mitigated) | Percent Reduction | 2009 TOTALS (tons/year unmitigated) | 2009 TOTALS (tons/year mitigated) | Percent Reduction |

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AREA SOURCE EMISSION ESTIMATES

TOTALS (tons/year, unmitigated)

<u>CO2</u> 388.57

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

<u>CO2</u>

25,133.17 TOTALS (tons/year, unmitigated)

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

C02

25,521.74

TOTALS (tons/year, unmitigated)

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Urbernis 2007 Version 9.2.2

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alt. E GHG.urb9

Project Name: Graton GHG - Alternatives E

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

| <u>CO2</u> | 38,439.53 | 38,439.53 | 33,122.05 | 33,122.05 | 34,078.35 | 34,078.35 |
|------------|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|
| | 2007 TOTALS (lbs/day unmitigated) | 2007 TOTALS (lbs/day mitigated) | 2008 TOTALS (lbs/day unmitigated) | 2008 TOTALS (lbs/day mitigated) | 2009 TOTALS (lbs/day unmitigated) | 2009 TOTALS (lbs/day mitigated) |

AREA SOURCE EMISSION ESTIMATES

| <u>CO2</u> | 2,131.94 |
|------------|------------------------|
| | |
| | (lbs/day, unmitigated) |
| | TOTALS |

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OPERATIONAL (VEHICLE) EMISSION ESTIMATES

TOTALS (lbs/day, unmitigated)

144,550.95

<u>CO2</u>

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

<u>CO2</u>

TOTALS (lbs/day, unmitigated)

146,682.89

Page: 3 1/17/2008 3:51:22 PM

CO2

| 7,396.31 | 7,396.31 | 00.00 | 3,550.69 | 3,734.79 | 110.83 | 4,476.44 | 4,476.44 | 0.00 | 4,310.20 | 0.00 | 166.24 | 5,370.72 | 5,370.72 | 0.00 | 5,204.48 | 0.00 | 166.24 |
|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips | Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Dieset | Fine Grading On Road Diesel | Fine Grading Worker Trips |

Page: 4

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| 38.439.53 | 33,068.81 | 1,517.50 | 27,118.27 | 4,433.04 | 5,370.72 | 0.00 | 5,204.48 | 0.00 | 156.24 | 33,068.81 | 33,068.81 | 1,517.50 | 27,118.27 | 4,433.04 | 33,069.17 | 33,069.17 | 1,517.50 |
|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|--------------------------------|--------------------------|
| Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel |

27,118.43

Building Vendor Trips

Building Worker Trips

Page: 5 1/17/2008 3:51:22 PM

| 33,122.05 | 33,069.17 | 1,517.50 | 27,118.43 | 4,433.24 | 52.88 | 0.00 | 52.88 | 33,123.70 | 33,070.80 | 1,517.50 | 27,118.15 | 4,435.15 | 52.90 | 0.00 | 52.90 |
|--|--------------------------------|--------------------------|------------------------------|-----------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|-----------------------|------------------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

Page: 6 1/17/2008 3:51:23 PM

| 34,078,35 | 954.65 | 0.00 | 598.40 | 300.81 | 55.44 | 33,070.80 | 1,517.50 | 27,118.15 | 4,435.15 | 52.90 | 0.00 | 52.90 | 1,007.55 | 954.65 | 00:00 | 598.40 | 300.81 | 55.44 | 52.90 | 0.00 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|-----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating |

52.90

Coating Worker Trips

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Phase Assumptions

Phase: Demolition 6/1/2007 - 7/1/2007 - Type Your Description Here

Building Volume Total (cubic feet): 85162

Building Volume Daily (cubic feet): 16698

On Road Truck Travel (VMT): 927.67

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Fine Grading 9/1/2007 - 10/1/2007 - Default Fine Site Grading Description

Total Acres Disturbed: 22.96

Maximum Daily Acreage Disturbed: 5.74

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

Crawler Tractors (147 hp) operating at a 0.64 toad factor for 8 hours per day

I Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

Phase: Mass Grading 7/1/2007 - 8/31/2007 - Type Your Description Here

Fotal Acres Disturbed: 22.96

Maximum Daily Acreage Disturbed: 5.74

"ugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 0

Off-Road Equipment:

- Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day
- I Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
- Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
- Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
- Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Paving 8/1/2009 - 12/31/2009 - Default Paving Description

Acres to be Paved: 5.74

Off-Road Equipment:

- Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

Phase: Building Construction 10/1/2007 - 9/30/2009 - Default Building Construction Description

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Page: 9 1/17/2008 3:51:23 PM

1/17/2008 3:51:23 PM

| 38,439,53 | 33,068.81 | 1,517.50 | 27,118.27 | 4,433.04 | 5,370.72 | 0.00 | 5,204.48 | 00.0 | 166.24 | 33,068.81 | 33,068.81 | 1,517.50 | 27,118.27 | 4,433.04 | 33,069.17 | 33 069 17 |
|--|--------------------------------|---------------------------------|------------------------------|-----------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|------------------------------|--|--------------------------------|
| Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 |

1,517.50 27,118.43 4,433.24

Building Off Road Diesel Building Vendor Trips Building Worker Trips

Page: 11 1/17/2008 3:51:23 PM

| 33,122.05 | 33,069.17 | 1,517.50 | 27,118.43 | 4,433.24 | 52.88 | 0.00 | 52.88 | 33,123.70 | 33,070.80 | 1,517.50 | 27,118.15 | 4,435.15 | 52.90 | 0.00 | 52.90 |
|--|--------------------------------|---------------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|-----------------------|------------------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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| 34.078.3 <u>5</u> 954.65 | 0.00 | 598.40 | 300.81 | 55.44 | 33,070.80 | 1,517.50 | 27,118.15 | 4,435.15 | 52.90 | 0.00 | 52.90 | 1,007.55 | 954.65 | 00:00 | 598.40 | 300.81 |
|---|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel |

55.44 52.90

Coating 12/31/2008-12/31/2009

Coating Worker Trips Architectural Coating

Paving Worker Trips

0.00 52.90

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 9/1/2007 - 10/1/2007 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

or Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

The following mitigation measures apply to Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior. Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

or Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

or Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by

ROG: 10%

1/17/2008 3:51:23 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>CO2</u> Source

Natural Gas

2,126.44

5.50 Hearth - No Summer Emissions

Landscape

Consumer Products

2,131.94 TOTALS (lbs/day, unmitigated)

Architectural Coatings

Area Source Changes to Defaults

Operational Unmittgated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

C02 Source

91,101.85 Regnl shop. center 53,449.10 General light industry

144,550.95 TOTALS (lbs/day, unmitigated)

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year, 2020 Temperature (F): 85 Season: Summer

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Emfac: Version: Emfac2007 V2.3 Nov 1 2006

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|-------------------------------------|--------------|--------------------------|--------------|-----------|-------------|------------|--|
| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT | |
| Regni shop. center | | 42.94 | 1000 sq ft | 100.00 | 4,294.00 | 96,031.45 | |
| General light industry | | 6.97 | 1000 sq ft | 400.00 | 2,788.00 | 56,045.77 | |
| | • | | | | 7,082.00 | 152,077.22 | |
| | | Vehicle Fleet Mix | ᄲ | | | | |
| Vehicle Type | Percent Type | Гуре | Non-Catalyst | ă, | Catalyst | Diesel | |
| Light Auto | | 54.0 | 0 | 0.0 | 100.0 | 0.0 | |
| Light Truck < 3750 lbs | | 12.6 | O | 0.0 | 98.4 | 1.6 | |
| Light Truck 3751-5750 lbs | | 19.9 | o | 0.0 | 100.0 | 0.0 | |
| Med Truck 5751-8500 lbs | | 6.6 | Ó | 0.0 | 100.0 | 0.0 | |
| Lite-Heavy Truck 8501-10,000 lbs | | 6.0 | Ó | 0.0 | 77.8 | 22.2 | |
| Lite-Heavy Truck 10,001-14,000 lbs | | 9.0 | 0.0 | 0 | 50.0 | 50.0 | |
| Med-Heavy Truck 14,001-33,000 lbs | | 1.0 | 0.0 | 0 | 20.0 | 80.0 | |
| Heavy-Heavy Truck 33,001-60,000 lbs | | 0.3 | 0.0 | 0 | 0.0 | 100.0 | |
| Other Bus | | 0.1 | 0.0 | 0 | 0.0 | 100.0 | |
| Urban Bus | | 0.1 | 0.0 | 0 | 0.0 | 100.0 | |
| Motorcycle | | 3.2 | 40.6 | 9 | 59.4 | 0.0 | |
| School Bus | | 0.1 | 0.0 | 0 | 0.0 | 100.0 | |
| Motor Home | | 9.0 | 0.0 | 0 | 83.3 | 16.7 | |

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Travel Conditions

| | | Residential | | | Commercial | |
|---------------------------------------|-----------|-------------|------------|---------|------------|----------|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 11.8 | 35.5 | 35.5 | 11.8 | 35.5 | 35.5 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 9.9 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Regni shop, center | | | | 2.0 | 1.0 | 0.79 |
| General light industry | | | | 20.0 | 25.0 | 25.0 |

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 11.8 miles

Home-based shop urban trip length changed from 7.3 miles to 35.5 miles

Home-based other urban trip length changed from 7.5 miles to 35.5 miles

Commercial-based commute urban trip length changed from 9.5 miles to 11.8 miles

Commercial-based non-work urban trip length changed from 7.35 miles to 35.5 miles

Commercial-based customer urban trip length changed from 7.35 miles to 35.5 miles

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Urbemis 2007 Version 9.2.2

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alt. G GHG.urb9

Project Name: Graton GHG - Alternatives G

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

| | <u>CO2</u> |
|-------------------------------------|------------|
| 2007 TOTALS (tons/year unmitigated) | 471.04 |
| 2007 TOTALS (tons/year mitigated) | 471.04 |
| Percent Reduction | 0.00 |
| | |
| 2008 TOTALS (tons/year unmitigated) | 937.97 |
| 2008 TOTALS (tons/year mitigated) | 937.97 |
| Percent Reduction | 0.00 |
| | |
| 2009 TOTALS (tons/year unmitigated) | 746.37 |
| 2009 TOTALS (tons/year mitigated) | 746.37 |
| Percent Reduction | 0.00 |

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AREA SOURCE EMISSION ESTIMATES

<u>C02</u>

1,393.52

TOTALS (tons/year, unmitigated)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

<u>CO2</u>

13,126.14 TOTALS (tons/year, unmitigated)

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

C02 14,519.66 TOTALS (tons/year, unmitigated)

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Urbemis 2007 Version 9.2.2

File Name: C:\Documents and Settings\equinn\Application Data\Urbemis\Version9a\Projects\Graton GHG\Graton Alt. G GHG.urb9 Summary Report for Summer Emissions (Pounds/Day)

Project Name: Graton GHG - Alternatives G

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

| <u>CO2</u> | 12,530.30 | 12,530.30 | 7,230.45 | 7,230.45 | 7,945.67 | 7,945.67 |
|------------|-----------------------------------|---------------------------------|---------------------------------------|---------------------------------|-----------------------------------|---------------------------------|
| | 2007 TOTALS (lbs/day unmitigated) | 2007 TOTALS (lbs/day mitigated) | 2008 TOTALS (lbs/day unmitigated) | 2008 TOTALS (lbs/day mitigated) | 2009 TOTALS (lbs/day unmitigated) | 2009 TOTALS (ibs/day mitigated) |

AREA SOURCE EMISSION ESTIMATES

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OPERATIONAL (VEHICLE) EMISSION ESTIMATES

TOTALS (lbs/day, unmitigated)

75,372.71

C02

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

C02

TOTALS (lbs/day, unmitigated)

82,573.98

Page: 3 2/8/2008 3:06:13 PM

| <u>CO2</u> | 7,396.31 | 7,396.31 | 0.00 | 3,550.69 | 3,734.79 | 110.83 | 4,476.44 | 4,476.44 | 0.00 | 4,310.20 | 0.00 | 166.24 | 5,370.72 | 5,370.72 | 0.00 | 5,204.48 | 0.00 | 166.24 |
|------------|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| | Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips | Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips |

2/8/2008 3:06:13 PM

| 12.530.30 | 7,159.57 | 1,517.50 | 926.21 | 4,715.87 | 5,370.72 | 0.00 | sel 5,204.48 | sel 0.00 | 166.24 | 7,159.57 | 7,159.57 | 1,517.50 | 926.21 | 4,715.87 | 7,159.78 | 09 7,159.78 | 1,517.50 | 926.20 | 4 716 09 |
|--|--------------------------------|--------------------------|------------------------------|------------------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|------------------------------|--|--------------------------------|--------------------------|------------------------------|-----------------------|
| Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips |

2/8/2008 3:06:13 PM

| 7,230.45 | 7,159.78 | 1,517.50 | 926.20 | 4,716.09 | 70.67 | 00:00 | 70.67 | 7,232.48 | 7,161.78 | 1,517.50 | 926.17 | 4,718.11 | 70.70 | 0.00 | 70.70 |
|--|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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| 7,945.67 | 713.19 | 0.00 | 598.40 | 59.34 | 55.44 | 7,161.78 | 1,517.50 | 926.17 | 4,718.11 | 70.70 | 00.00 | 70.70 | 783.89 | 713.19 | 0.00 | 598.40 | 59.34 | 55.44 | 70.70 | 0.00 | 70.70 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker ∓rips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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Phase Assumptions

Phase: Demolition 6/1/2007 - 7/1/2007 - Type Your Description Here

Building Volume Total (cubic feet): 85162

Building Volume Daily (cubic feet): 16698

On Road Truck Travel (VMT): 927.67

Off-Road Equipment:

Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Fine Grading 9/1/2007 - 10/1/2007 - Default Fine Site Grading Description

Total Acres Disturbed: 32.17

Maximum Daily Acreage Disturbed: 8.04

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day

I Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

I Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

l Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Mass Grading 7/1/2007 - 8/31/2007 - Type Your Description Here

Fotal Acres Disturbed: 32.17

Maximum Daily Acreage Disturbed: 8.04

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Crawler Tractors (147 hp) operating at a 0.64 load factor for 8 hours per day

Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Paving 8/1/2009 - 12/31/2009 - Default Paving Description

Acres to be Paved: 8.04

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

Phase: Building Construction 10/1/2007 - 9/30/2009 - Default Building Construction Description

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

Off-Road Equipment:

2 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250 Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rufe: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

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| <u>CO2</u> | 7,396.31 | 7,396.31 | 00:0 | 3,550.69 | 3,734.79 | 110.83 | 4,476.44 | 4,476.44 | 00.0 | 4,310.20 | 00.00 | 166.24 | 5,370.72 | 5,370.72 | 00.00 | 5,204.48 | 00.00 | 166.24 |
|------------|--|--------------------------------------|---------------|----------------------|---------------------|-------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--|-------------------|------------------------------|-----------------------------|---------------------------|
| | Time Slice 6/1/2007-6/29/2007 Active Days: 21 | Demolition 06/01/2007- 07/01/2007 | Fugitive Dust | Demo Off Road Diesel | Demo On Road Diesel | Demo Worker Trips | Time Slice 7/2/2007-8/31/2007 Active Days: 45 | Mass Grading 07/01/2007- 08/31/2007 | Mass Grading Dust | Mass Grading Off Road Diesel | Mass Grading On Road Diesel | Mass Grading Worker Trips | Time Slice 9/3/2007-9/28/2007 Active Days: 20 | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips |

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| 12.530.30 | 7,159.57 | 1,517.50 | 926.21 | 4,715.87 | 5,370.72 | 00:00 | 5,204.48 | 0.00 | 166.24 | 7,159.57 | 7,159.57 | 1,517.50 | 926.21 | 4,715.87 | 7,159.78 | 7,159.78 | 1,517.50 | 926.20 |
|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|-------------------|------------------------------|-----------------------------|---------------------------|--|--------------------------------|--------------------------|-----------------------|-----------------------|--|--------------------------------|--------------------------|-----------------------|
| Time Slice 10/1/2007-10/1/2007 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Fine Grading 09/01/2007- 10/01/2007 | Fine Grading Dust | Fine Grading Off Road Diesel | Fine Grading On Road Diesel | Fine Grading Worker Trips | Time Slice 10/2/2007-12/31/2007 Active Days: 65 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Time Slice 1/1/2008-12/30/2008 Active Days: 261 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips |

4,716.09

Building Worker Trips

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| 7,230,45 | 7,159.78 | 1,517.50 | 926.20 | 4,716.09 | 70.67 | 0.00 | 70.67 | 7,232.48 | 7,161.78 | 1,517.50 | 926.17 | 4,718.11 | 70.70 | 00:00 | 70.70 |
|--|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|---|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 12/31/2008-12/31/2008 Active Days: 1 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 1/1/2009-7/31/2009 Active Days: 152 | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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| 7,945.67 | 713.19 | 0.00 | 598.40 | 59.34 | 55.44 | 7,161.78 | 1,517.50 | 926.17 | 4,718.11 | 70.70 | 00.00 | 70.70 | 783.89 | 713.19 | 0.00 | 598.40 | 59.34 | 55.44 | 70.70 | 00.00 | 70.70 |
|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|--------------------------------|--------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|----------------------|--|-------------------------------|----------------|------------------------|-----------------------|---------------------|-------------------------------|-----------------------|----------------------|
| Time Slice 8/3/2009-9/30/2009 Active Days: 43 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Building 10/01/2007-09/30/2009 | Building Off Road Diesel | Building Vendor Trips | Building Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips | Time Slice 10/1/2009-12/31/2009 Active Days: 66 | Asphalt 08/01/2009-12/31/2009 | Paving Off-Gas | Paving Off Road Diesel | Paving On Road Diesel | Paving Worker Trips | Coating 12/31/2008-12/31/2009 | Architectural Coating | Coating Worker Trips |

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 9/1/2007 - 10/1/2007 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

or Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

The following mitigation measures apply to Phase: Architectural Coating 12/31/2008 - 12/31/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior. Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

002 Source

7,195.77

Natural Gas

Hearth - No Summer Emissions

Landscape

5.50

Architectural Coatings Consumer Products

TOTALS (İbs/day, unmitigated)

7,201.27

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

C02 Source

6,873.58 Apartments low rise

75,372.71 68,499.13 Regnl shop. center

TOTALS (lbs/day, unmitigated)

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 85 Season: Summer

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Emfac: Version: Emfac2007 V2.3 Nov 1 2006

| Uses |
|--------|
| Land |
| jo |
| Summan |
| |

| | | X | | | | | |
|-------------------------------------|--------------|-------------------|---------------------|-----------|-------------|-----------|----|
| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT | |
| Apartments low rise | 9.44 | 6.90 | 6.90 dwelling units | 151.00 | 1,041.90 | 7,028.65 | |
| Regnl shop. center | | 42.94 | 1000 sq ft | 495.00 | 21,255.30 | 69,703.27 | |
| | | | | | 22,297.20 | 76,731.92 | |
| | Σe | Vehicle Fleet Mix | Mix | | | | |
| Vehicle Type | Percent Type | pe | Non-Catalyst | st | Catalyst | Diesel | |
| Light Auto | 25 | 54.0 | Ö | 0.0 | 100.0 | 0.0 | |
| Light Truck < 3750 lbs | 12 | 12.6 | 0 | 0.0 | 98.4 | 1.6 | |
| Light Truck 3751-5750 lbs | \$2 | 19.9 | O | 0.0 | 100.0 | 0.0 | |
| Med Truck 5751-8500 lbs | v | 6.6 | O | 0.0 | 100.0 | 0.0 | |
| Lite-Heavy Truck 8501-10,000 lbs | J | 6.0 | O | 0.0 | 8.77 | 22.2 | •• |
| Lite-Heavy Truck 10,001-14,000 lbs | J | 9.0 | 0 | 0.0 | . 50.0 | 50.0 | |
| Med-Heavy Truck 14,001-33,000 lbs | • | 1.0 | O | 0.0 | 20.0 | 80.0 | |
| Heavy-Heavy Truck 33,001-60,000 lbs | U | 0.3 | O | 0.0 | 0.0 | 100.0 | |
| Other Bus | Ü | 0.1 | 0 | 0.0 | 0.0 | 100.0 | |
| Urban Bus | U | 0.1 | 0 | 0.0 | 0.0 | 100.0 | |
| Motorcycle | ., | 3.2 | 40.6 | 9: | 59.4 | 0.0 | |
| School Bus | J | 0.1 | Ö | 0.0 | 0.0 | 100.0 | |
| Motor Home | J | 9.6 | Ó | 0.0 | 83.3 | 16.7 | |

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Travel Conditions

| | | Residential | | | Commercial | | |
|---------------------------------------|-----------|---------------------------------|----------------|---------|------------|----------|--|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer | |
| Urban Trip Length (miles) | 11.8 | 4.6 | 6.1 | 11.8 | 5.0 | 5.0 | |
| Rural Trip Length (miles) | 16.8 | 7.1 | 6.7 | 14.7 | 6.6 | 9.9 | |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | | |
| % of Trips - Commercial (by land use) | | | | | | | |
| Regnl shop. center | | | | 2.0 | 1.0 | 0.79 | |
| | | Operational Changes to Defaults | es to Defaults | | | | |

Home-based work urban trip length changed from 10.8 miles to 11.8 miles

Home-based shop urban trip length changed from 7.3 miles to 4.6 miles

Home-based other urban trip length changed from 7.5 miles to 6.1 miles

Commercial-based commute urban trip length changed from 9.5 miles to 11.8 miles

Commercial-based non-work urban trip length changed from 7.35 miles to 5 miles

Commercial-based customer urban trip length changed from 7.35 miles to 5 miles

Final Conformity Determination

FINAL GENERAL CONFORMITY DETERMINATION FOR THE GRATON CASINO/HOTEL PROJECT

TABLE OF CONTENTS

GRATON HOTEL AND CASINO FINAL GENERAL CONFORMITY DETERMINATION

| INTRODUCTION | 1 |
|--|--|
| GENERAL CONFORMITY - REGULATORY BACKGROUND | 1 |
| APPLICABILITY OF PROPOSED PROJECT | 3 |
| GENERAL CONFORMITY DETERMINATION | 5 |
| CONCLUSION | 7 |
| LIST OF TABLES | |
| ole 1 Unmitigated Operational Emissions of Significant Criteria Pollutants | 4 |
| | |
| | GENERAL CONFORMITY – REGULATORY BACKGROUND |

1.0 Introduction

1.0 Introduction

An Environmental Impact Statement (EIS) is being prepared to assess the environmental consequences of the National Indian Gaming Commission's (NIGC) approval of a management contract between the Federated Indians of Graton Rancheria (Tribe) and SC Sonoma Management, LLC. The foreseeable consequence of this federal action will be the development of a casino/hotel resort either on the Wilfred site, the Stony Point site, or the Lakeville site in Sonoma County, California. The effects of seven alternatives, including an alternative use and a No Action alternative, are analyzed within the EIS.

The Bureau of Indian Affairs (BIA) will take the Wilfred site into trust for the Tribe (see EIS for site maps) if the proposed project is identified as the NIGC's preferred alternative. The Proposed Project (Alternative A) is planned for the northeast corner of the Wilfred site. The development consists of a casino/hotel resort, which would total approximately 762,300 square feet in area. The casino-hotel resort would include restaurants, a 300-room hotel, an entertainment venue, banquet/meeting space, and a pool and spa. The remainder of the Wilfred site would remain undeveloped and be used for open space, pasture, biological habitat, and recycled water sprayfields.

The Proposed Project is located adjacent to the City of Rohnert Park approximately 50 miles north of San Francisco and is located approximately 1 mile from Highway 101, which is the main north south artery in the region. The Bay Area Air Quality Management District (BAAQMD) has local jurisdiction over the region including, the Wilfred, Stony Point, and Lakeville sites, which are located within the San Francisco Bay Area Air Basin (SFAAB).

Alternative A was determined to have the highest potential to emit. Alternative A emissions are mainly due to mobile sources. Therefore, Alternative A will be the alternative analyzed for project level conformity.

2.0 GENERAL CONFORMITY – REGULATORY BACKGROUND

The United States Environmental Protection Agency (USEPA) promulgated the General Conformity Rule on November 30, 1993 to implement the conformity provision of Title I, Section 176 (c)(1) of the Federal Clean Air Act (CAA), which requires that the Federal government not engage, support or provide financial assistance for licensing or permitting, or approving any activity not conforming to an approved CAA implementation plan. CAA conformity is an issue that may be addressed during the NEPA process. The USEPA recommends that the conformity process be coupled with NEPA analysis.

GENERAL CONFORMITY PROCESS

The conformity process should be addressed in two phases. The first phase is the conformity applicability process, which evaluates whether the conformity regulations would apply to the Federal action (i.e. whether a determination is warranted). The second phase is the conformity determination process, which demonstrates how a Federal action conforms to the applicable State Implementation Plan (SIP).

Phase One

The purpose of a conformity review is to evaluate whether the conformity determination requirements would apply to a Federal action under 40 CFR 93.153. There are four steps in the review process. The first three steps can be preformed in any order; the four steps are shown below:

- Determine whether the proposed action causes emissions of criteria pollutants;
- Determine whether the emissions of a criteria pollutant or its precursor (i.e. NOx and VOCs for ozone) would occur in a non-attainment or maintenance area for that pollutant;
- Determine whether the Federal action is exempt from the conformity requirement as per 40 CFR 93.153 (c)(2)-(e).
- Estimate the total emissions of the pollutants of concern from the proposed action and compare the estimates to the de minimis threshold of 40 CFR 93.153 (b)(1) and (2) and to the non-attainment or maintenance area's emissions inventory for each criteria pollutant of concern.

Phase Two

The purpose of the conformity determination, if needed, is to show if the Proposed Project conforms to the SIP.

Conformity can be shown for NOx and ROGs (Ozone precursors) by one of following four options:

- The applicable SIP specifically includes an allowance for emissions of the Proposed Project, 40 CFR 93.158 (a)(1);
- Offset emission credits are purchased for the total direct and indirect emissions, which fully offsets within the same non-attainment or maintenance area so that there is no net increase in emissions, 40 CFR 93.158 (a)(2).

- Emission from the Proposed Project coupled with the current emissions in the non-attainment area would not exceed the emissions budget in the SIP, 40 CFR 93.158

 (a)(5)(i)(A).
- The Proposed Project can request that the SIP be changed by the State Governor or the State Governor's designee to include the emissions budget of the Federal action 40 CFR 93.158 (a)(5)(i)(B).

Conformity can be shown for CO by one of following two options:

- The applicable SIP specifically includes an allowance for emissions of the Proposed Project, 40 CFR 93.158 (a)(1);
- Modeling of CO shows that the action does not: cause or contribute to any new violation of any standard in any area or increase the frequency or severity of any existing violation of any standard in any area, 40 CFR 93.159 (a)(4)(i) and (b).

Even if a project is shown to conform to the SIP by one of the above methods, the project may not be determined to conform to the applicable SIP unless the total of the direct and indirect emissions for the action is in compliance or consistent with all relevant requirements and milestones contained in the applicable SIP, including but not limited to the use of baseline emissions that reflect the historical activity levels that occurred in the geographic area, reasonable further progress schedules, assumptions specified in the attainment or maintenance demonstration, prohibitions, numerical emission limits, and work practice requirements, 40 CFR 93.158 (c).

3.0 APPLICABILITY OF PROPOSED PROJECT

EMISSIONS

The Proposed Project's emissions are evaluated in two phases, construction and operation. The two phases would not overlap. Criteria pollutants will be produced during both phases. The pollutants of concern during construction are particulate matter (PM₁₀, PM_{2.5}), reactive organic gas (ROG), carbon monoxide (CO), and nitrogen oxides (NOx), which are generally a product of combustion, in this case from heavy equipment. PM₁₀ and PM_{2.5} are generated during site grading and though diesel exhaust. Operational emissions are mainly emitted from vehicles visiting the casino/hotel, while area emissions from stationary source are negligible. Pollutants of concern during operation of the casino/hotel are ROG, NOx (ozone precursors), and CO. The EIS gives a detailed account of both operation and construction emissions.

ATTAINMENT/NON-ATTAINMENT AREA

The Proposed Project would be constructed within the boundaries of the SFAAB. The SFAAB is currently designated marginal non-attainment for 8-hour ozone and is a maintenance area for CO.

EXEMPTION

The Federal action that is described in Section 1.0 does not result in emissions less than de minimus thresholds, does not have emissions that are associated with a conforming program, cannot be analyzed under certain other environmental regulation, and/or are not in response to an emergency or natural disaster. Thus, the Proposed Project is not exempt from a conformity determination under 40 CFR 93.153 (c)(2)-(e).

DE MINIMUS THRESHOLDS

Emissions were estimated for both construction and operation. The construction equipment emissions were estimated by using the USEPA and California Air Resource Board approved land use based Urban Emissions (URBEMIS) air model. Operational emissions were also estimated using URBEMIS. Because operation and construction would not overlap they were evaluated separately. Construction emissions were below the 100 tons per year (tpy) de minimis thresholds for all criteria pollutants. Operational emissions for NOx and CO exceeded the 100 tpy threshold establish under 40 CFR 93.153 (b)(1). Table 1 shows the estimated emissions for pollutants of concern during operation. Section 3.4, 4.4, and 5.2.3 of the EIS gives a more in-depth analysis.

 Table 1

 Unmitigated Operational Emissions of Significant Criteria Pollutants

| COLIBORG | NOx | ROG | CO |
|---------------------------------|---------------|-------|----------|
| SOURCES | tons per year | | ar |
| MOBILE | 155.05 | 77.19 | 1,176.36 |
| AREA | 0.70 | 0.09 | 0.72 |
| Total | 155.75 | 77.29 | 1,177.08 |
| Applicable Conformity Threshold | 100 | 100 | 100 |
| Exceedance of Threshold | Yes | No | Yes |

Note: NOx and ROG emissions values were estimated using URBEMIS air modeling program approved by the USEPA and CARB (see **Appendix W** of the DEIS).

Source: AES, 2006

A conformity determination is required for NOx and CO. This is due to the Proposed Project being located in a non-attainment area for NOx and a maintenance area for CO, and the total NOx and CO emissions are greater then the de minimis level shown in **Table 1**.

4.0 GENERAL CONFORMITY DETERMINATION

CARBON MONOXIDE DETERMINATION

Analysis

Air modeling analysis was preformed for the EIS and the general conformity determination concurrently. The results of this analysis can be found in this EIS in Sections 3.4, 4.4, 5.2.3, and Appendices Volume III, Appendix W.

Modeling

Conformity can be shown by complying with the criteria detailed in Section 2.0, under phase two. According to the *Transportation Project-Level Carbon Monoxide Protocol* (CO-protocol), Institute of Transportation Studies, University of California at Davis, 1996, which is the recognized industry standard for modeling CO, if an intersection has a level of service (LOS) A, B, C, or D then the CO emissions will not cause a violation of any standard in any area. All intersections (measuring total intersections, not worst approach) within the project region operate at LOS A, B, C, or D, after the implementation of traffic mitigation measures detailed in the EIS. Thus, CO emissions would not cause a violation of the NAAQS according to Sections 4.7-3 and 4.7-4 of the CO-protocol. For completeness criteria in Section 4.7-5 of the CO-protocol was analyzed and is discussed below. Under Section 4.7-5 of the CO-protocol "other reasons" may cause adverse air quality impacts even if criteria in Sections 4.7-3 and 4.7-4 are satisfied. Finding no applicable "reasons" other than those given as examples in Section 4.7-5 for CO concentration to violate the NAAQS; thus, the examples in Section 4.7-5 were used to evaluate the Proposed Project for CO emission buildup.

Examples in Section 4.7-5 of the CO-Protocol.

a. Is the project located in an urban street canyon

The project area is flat open land surrounded by approximately 50 percent farmland and 50 percent single family residences.

b. High percentage of Heavy Duty Gas Trucks in the vehicle mix (for example, in manufacturing or industrial areas)

There is no manufacturing or industry in the immediate vicinity of the project site.

c. High percentage of vehicles operating in cold start mode coupled with high traffic volumes

The area does not have a high percentage of vehicles that operate in cold start mode.

d. Is the project site located near a significant stationary source of CO.

The project site is not located near a significant stationary source of CO.

- e. Is the project site located in a region with high background CO concentrations. Note that due to motor vehicle fleet turnover to cleaner cars, the budget for acceptable background CO concentrations increases over time as vehicle CO emissions drop over time. For LOS D intersections, background concentrations over the following values would be considered high:
 - In the year 1997: 3.0 ppm
 - In the year 2000: 4.0 ppm
 - In the year 2005: 5.0 ppm
 - In the year 2010: 6.0 ppm

The ambient background concentration of CO in the project region is 2.5 ppm according to the Bay Area Air Quality Management District. Therefore, the ambient background is below the 2005 threshold as shown above.

f. LOS D intersections which experience meteorological conditions favorable to the formation of higher CO concentrations, and, where the intersections have pretimed signals (as opposed to actuated signals that minimize vehicle queueing). Meteorology favorable to higher CO concentrations can be characterized as stable air conditions (atmospheric stability of "E" or "F"), relatively slow wind speeds (less than 1.5 meters per second, or 3.5 mph) that persist for at least six hours, and with consistent wind direction having greater than a 50% frequency of occurrence into a single 45 degree sector during an inclusive 8-hr period (i.e., the wind blows into the same 45 degree sector at least 4 hours out of any given inclusive 8-hr period). Intersection projects with pre-timed signals need to show that representative fall (beginning in October) and winter meteorological data are not favorable to high CO; otherwise, proceed to Section 4.4 (Level 4 in Figure 3).

The topography of the project site is generally flat giving way to rolling hills to the east and west. Coastal climates dominate the meteorology in the region. As stated in Section 3.4 of this EIS, winters are wet and summers provide northeasterly wind above 3.5 mph according to BAAQMD meteorological data, both conditions are not conducive to high concentrations of CO.

LOS D actuated intersections (as opposed to pre-timed) which experience g. meteorological conditions favorable to the formation of higher CO concentrations, and, where enough traffic is queued to create problematic CO emissions. Traffic queueing can result in a CO problem when the number of vehicles queued at a read light exceeds 1206 vehicle-sec of red time. The vehicle-sec of red time is computed by measuring, for each "critical movement" or priority link (i.e., lane group), the highest vehicle-sec of red time for the approach with the longest delay during the peak 1-hr period (i.e., for one leg of an intersection, the red time multiplied by the number of vehicles queued in the priority lane(s) is 1206 vehicle-sec or greater). Meteorology favorable to higher CO concentrations can be characterized as stable air conditions (atmospheric stability of "E" or "F"), relatively slow wind speeds (less than 1.5 meters per second, or 3.5 mph) that persist for at least six hours, and with consistent wind direction having greater than a 50% frequency of occurrence into a single 45 degree sector during an inclusive 8-hr period (i.e., the wind blows into the same 45degree sector at least 4 hours out of any given inclusive 8-hr period). Intersection projects exceeding 1206 vehicle-sec of red time need to show that representative fall (beginning in October) and winter meteorological data are not favorable to high CO; otherwise, proceed to Section 4.4 (Level 4 in Figure 3).

The same response as f applies to g.

There are no other applicable instances in the project region that would further warrant modeling of CO under the "Hot Spots" Analysis; therefore, no further analysis is needed for CO.

On November 8, 2004, CARB submitted to the USEPA a second revision to the 1998, San Francisco CO Attainment Plan (SIP). When the USEPA upgraded the SFBAABs NAAQS status from moderate non-attainment to maintenance a revision to the SIP was needed. This revision to the SIP included a maintenance plan: Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas (Maintenance Plan). The Maintenance Plan is an amendment or update to the SIP and covers the SFBAAB. The Maintenance Plan outlines how the SFBAAB will continue to comply with the NAAQS for the next 10 years. The Proposed Project will not violate the NAAQS according to the CO-protocol discussed above; therefore, the Proposed Project supports the Maintenance Plan and conforms to the SIP, and is consistent with conformity determination criteria, 40 CFR 93.153 (b)(1) and (2)(i and ii).

NOX DETERMINATION

Analysis

Air modeling analysis was preformed for the EIS and the general conformity determination concurrently. The results of this analysis can be found in this EIS in Sections 3.4, 4.4, 5.2.3, and Appendices Volume III, Appendix W.

As shown above a general conformity determination is required for NOx. Conformity can be shown by complying with the criteria detailed in Section 2.0, under phase two.

Specific SIP Allowance

The SFAAB was designated as an 8- hour ozone marginal non-attainment area in June 2004. The applicable State Implementation Plan (SIP) for ozone in the SFBAAB, is the 2001, *Revised San Francisco Bay Area Ozone Attainment Plan for 1-hour National Ozone Standard*. Although the 1-hour National Ambient Air Quality Standard (NAAQS) was revoked on June 15, 2004, this plan is considered the latest air quality management plan for 8-hour ozone, per the BAAQMD. Therefore, the 2001 plan will be used to determine conformity for the Proposed Project. The following is a summary of how the 2001 plan became effective;

The California Air Resource Board (CARB) submitted to the USEPA a Bay Area Attainment Plan in August 1999 titled San Francisco Bay Area Ozone Attainment Plan for 1-hour National Ozone Standard. On November 1, 2001 a revised plan responding to the USEPA's disapproval of the Bay Area's 1999 Ozone Attainment Plan was adopted by the BAAQMD's Governing Board. The 2001 revised ozone attainment plan titled Revised San Francisco Bay Area Ozone Attainment Plan for 1-hour National Ozone Standard was submitted to the USEPA for their approval on November 30, 2001. The USEPA approved the ozone attainment plan in April 2004.

It should be noted that June 15, 2007 is the attainment deadline for the SFBAAB. Although the SFBAAB is expected to archive attainment for 8-hour ozone, there is still a possibility that it may not reach attainment status. Furthermore the BAAQMD does not have to petition the USEPA for upgrade ozone status and may not do so until after the June 15, 2007 deadline; however, if the BAAQMD does reach attainment status its expected to be classified as an ozone maintenance area.

Emission control measures and regulations that have been included in the 2001 SIP do not include the estimated emissions of the Proposed Project. Therefore compliance cannot be determined though conformity to the most recent applicable SIP.

Offsets

Conformity can be determined by fully offsetting the Proposed Project's mitigated operational emissions through the acquisition of emission credits, which shall be real, surplus, permanent,

quantifiable, enforceable, and must be obtained and used in accordance with the federally approved SIP for the Bay Area, or an equally enforceable measure. The Proposed Project does not include the purchase of offset credits in the project description.

Emission Budget

The Proposed Project coupled with the most recent SFBAAB emissions inventory (2005) exceeds the applicable ozone SIPs emission budget.

Addendum to SIP

The Proposed Project does not anticipate that the Governor or State Governor designee will approve an addendum to the present applicable SIP, which would include the Proposed Project's estimated emissions. Therefore conformity will not be determined using this option.

Mitigation

Mitigation measures for the Proposed Project are outlined in **Section 5.2.3** of the EIS. Mitigation measures were also used to reduce project emissions estimated by URBEMIS air model. These mitigation measures can be found in EIS **Appendices Volume III**, **Appendix W**. The estimated mitigated emissions are shown in **Table 2**.

 Table 2

 Mitigated Operational Emissions of Significant Criteria Pollutants

| COLIDORS | NOx | |
|---------------------------------|---------------|--|
| SOURCES - | tons per year | |
| MOBILE | 148.12 | |
| AREA | 0.56 | |
| Total | 148.69 | |
| Applicable Conformity Threshold | 100 | |
| Exceedance of Threshold | Yes | |

Note: NOx emissions values were estimated using URBEMIS air modeling program approved by the USEPA and CARB (see **Appendix W** of the DEIS).

Source: AES, 2006

The NIGC chooses to demonstrate conformity through the purchase of emissions credits to fully offset NOx emissions. SC Sonoma Management, LLC has entered into a legally binding agreement with Element Markets to purchase 149 tons per year of NOx Emission Reduction Credits (ERC) (Addendum 1) by the earlier of July 31, 2009 or commencement of construction. The ERCs are banked with the BAAQMD under Banking Certificate Nos. 1045, 1047, and 1053. Pursuant to BAAQMD Regulation 2 Rule 4, the Banking Certificates have been confirmed to be real, surplus, permanent, quantifiable, and enforceable. In addition, the BAAQMD confirmed this in a meeting on August 8, 2007. The Banking Certificates shall be obtained and used to

5.0 Conclusion

comply with the federally approved SIP for the Bay Area. The ERCs will be implemented in accordance with the contract in **Addendum 1**. The NIGC shall require mitigation measures outlined in the EIS, which are applicable to conformity pursuant to 40 CFR 93.158 (a)(5)(B)(4) and (d).

5.0 CONCLUSION

By entering into an agreement to purchase ERCs, before the start of construction of the Proposed Project (see Addendum 1), the federal action complies with the current SIP, as outlined in Section 4.0 per 40 CFR 93.160. This final conformity determination will serve as a submittal to the USEPA, CARB, BAAQMD, NIGC, and BIA per 40 CFR 93.155 (d). Responses to comments on the draft conformity determination can be found in Appendix AA of the final EIS. The NIGC has made this final conformity determination given that the Proposed Project is deemed to comply with the requirements of the general conformity regulations and conforms to the applicable SIP based on the agreement to purchase 149 tons of NO_X ERCs prior to the start of construction (see Addendum 1).

Addendum 1

Purchase Contract

