Appendix F
VMT Analysis

August 13, 2021

Mr. Steve Davis
APPLIED MEDICAL
22872 Avenida Empresa
Rancho Santa Margarita, CA 92688

Subject: Applied Medical Resources Building L203 Expansion Vehicle Miles Traveled Analysis, City of Lake Forest, CA

Dear Mr. Davis:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Vehicle Miles Traveled (VMT) Analysis for the proposed occupancy and expansion of Applied Medical Building L203, located at 20202 Windrow Drive in the City of Lake Forest.

Senate Bill (SB) 743 mandates that VMT replace LOS as the transportation metric under CEQA. As a result, the City of Lake Forest updated their TIA Guidelines (*City of Lake Forest Transportation Analysis Guidelines, July 2020*) to reflect VMT analysis for CEQA documents.

The California Governor's Office of Planning and Research (OPR) issued a Technical Advisory in December 2018 which described their recommended procedures and methodology for VMT analysis.

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring.

The analysis prepared has been conducted based on discussions and the scope of work reviewed and approved by City staff.

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B. Project Description

The existing 20202 Windrow Drive building consists of approximately 73,168 square feet. The building is proposed to be expanded by approximately 33,931 square feet. As a result, the future building with expansion will be approximately 107,099 square feet.

The proposed project is planned to consist of the following land use:

- 107,099 square feet of manufacturing.

The proposed project is planned to displace the following existing land use:

- 73,168 square feet of warehousing.

Access to the project site will continue to be provided via the following driveways:

- Three (3) existing full access driveways on Windrow Drive; and
- One (1) existing right-in/right-out (RI/RO) only access driveway on Rancho Parkway.

Exhibit A shows the location of the proposed project. Exhibit B shows the proposed site plan.

The proposed project is planned to open in year 2023.

C. Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (10th Edition, 2017) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The ITE trip generation rates for the proposed and existing land uses are shown in Table 1.

Table 1
ITE Trip Generation Rates

Land Use (ITE Code)	Units	AM Peak Hour Trip Generation Rate			PM Peak Hour Trip Generation Rate			Daily Trip Generation Rate
		In	Out	Total	In	Out	Total	
Manufacturing (140) – PROJECT	TSF	0.48	0.14	0.62	0.21	0.46	0.67	3.93
Warehousing (150) – EXISTING USE	TSF	0.13	.04	0.17	0.05	0.14	0.19	1.74

Source: *2017 ITE Trip Generation Manual, 10th Edition*; TSF = thousand square feet

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the ITE NET peak hour and daily trip generation for the proposed project.

Table 2
NET Trip Generation Based on ITE Rates

Land Use (ITE Code)	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Manufacturing (140) - PROJECT	107.099	TSF	51	15	66	22	50	72	421
Warehousing (150) – EXISTING USE	73.168	TSF	-10	-3	-13	-4	-10	-14	-127
NET Trip Generation			**41**	**12**	**53**	**18**	**40**	**58**	**294**

Source: *2017 ITE Trip Generation Manual, 10th Edition*; TSF = thousand square feet

As shown in Table 2, based on the ITE trip generation rates, the proposed project is forecast to generate approximately 294 NET daily trips, including approximately 53 NET AM peak hour trips and approximately 58 NET PM peak hour trips.

D. VMT Screening Criteria

Consistent with the recommendations of the OPR Technical Advisory, screening thresholds may quickly identify whether or not a project should be expected to have a less than significant impact without conducting a detailed project-level assessment.

There are five types of screening that lead agencies can apply to effectively screen projects from project-level assessment. These are summarized below:

- *Small Project Screening (net daily trips less than 100 ADT)*
- *Map-Based (Low VMT Area) Screening*
- *Proximity to High-Quality Transit Screening*
- *Project Type Screening based on Local-Serving Uses*
- *Affordable Residential Development Screening*

A VMT screening form has been prepared for the proposed project and is included in Appendix A.

E. VMT Analysis

Since the proposed project does not screen out based on any of the above criteria, a VMT analysis is required. For most projects that are not expected to cause a measurable change in trip distribution and travel patterns, like the proposed project, the following methodology may be appropriate for the proposed project, per the City's TIA Guidelines:

1. Based on the proposed project's location, identify applicable LFTAM TAZ.
    a. Using the VMT Look-Up Table, find the applicable Home-Based Work VMT per employee for an office/employment project.
2. Compare LFTAM TAZ VMT data against the applicable VMT threshold.

3. The net difference between the LFTAM VMT per employee and the Countywide (for employment project) VMT threshold is the amount to mitigate.

The proposed project is located in LFTAM TAZ 62 and is considered a (non-residential) office/employment project.

Table 3 shows the VMT reduction targets per the latest City of Lake Forest Transportation Analysis Guidelines, July 2020

Table 3
City of Lake Forest VMT Reduction Targets

VMT Analysis Scenario	VMT Rate	
	VMT	Metric
Target VMT Rate[1]	20.5	VMT/Employee
Target VMT [2]	2,501	VMT
Project VMT Rate:	28.6	VMT/Employee
Project VMT [2]	3,489.2	VMT
VMT Reduction Required (%):	28.32%	
VMT Reduction Required (Total VMT)[2]	988.2	VMT

[1] Per the City of Lake Forest Transportation Analysis Guidelines, July 2020.
[2] Total VMT based on 122 employees.

As shown in Table 3, the project is required to reduce its VMT by 28.32% or approximately 988.2 total daily VMT. To achieve the required VMT reduction, several mitigation measures are recommended.

Table 4 summarizes the VMT analysis for building L203 with the recommended VMT reduction measures.

Table 4
VMT Analysis for Building L203

VMT Analysis Scenario		**VMT**	**Metric**
Project VMT Rate:		28.6	VMT/Employee
Project VMT for 122 Employees (L203)		3,489.2	VMT
VMT Reduction Measures		**VMT Reduction**	
LUT-1	Increase Density	5.25%	183.2 VMT
SDT-1	Provide Pedestrian Network Improvements	1.00%	34.9 VMT
TRT-1	Commute Trip Reduction Program – Voluntary	5.20%	181.4 VMT
TRT-3	Provide Ride-Sharing Program	5.00%	174.5 VMT
TRT-7	Implement Commute Trip Reduction Marketing	4.00%	139.6 VMT
TRT-11	Provide Employee-Sponsored Vanpool/Shuttle	3.35%	116.9 VMT
VMT Reduced for Buildings L203		**17.55%**	**830.5 VMT**

[1] The VMT Look-Up Table worksheet is included in Appendix B.
[2] See Appendix C and Appendix D for VMT reduction strategy descriptions and calculations.

As shown in Table 4, the proposed project is forecast to reduce VMT by approximately 830.5 VMT per day with the recommended VMT reduction measures. This is less than the required 988.2 VMT per day reduction needed to meet the target VMT rate. Therefore, additional mitigation measures are required.

In order to meet the City of Lake Forest target VMT rate, the project should expand the trip reduction program to include the existing L201 and L202 buildings.

Table 5 summarizes the additional VMT reduction that may be achieved by applying the trip reduction measures to Buildings L201 and L202.

Table 5
VMT Analysis for Buildings L201 and L202

VMT Analysis Scenario		**VMT**	**Metric**
VMT Rate:		28.6	VMT/Employee
VMT for 227 Employees (L201 + L202)		6,492.2	Total VMT
VMT Reduction Measures		**VMT Reduction**	
LUT-1	Increase Density	Not Applicable	
SDT-1	Provide Pedestrian Network Improvements	Not Applicable	
TRT-1	Commute Trip Reduction Program – Voluntary	5.20%	337.6 VMT
TRT-3	Provide Ride-Sharing Program	5.00%	324.6 VMT
TRT-7	Implement Commute Trip Reduction Marketing	4.00%	259.7 VMT
TRT-11	Provide Employee-Sponsored Vanpool/Shuttle	3.35%	217.5 VMT
VMT Reduced for Buildings L201 and L202		**17.55%**	**1,139.4 VMT**

As shown in Table 5, by expanding the trip reduction program to include the existing L201 and L202 buildings, the project has the potential to further reduce VMT by an additional 1,139.4 daily VMT.

Table 6 summarizes the combined VMT reduction that can be achieved by applying the trip reduction measures to the entire Applied Medical Lake Forest Campus.

Table 6
VMT Analysis Summary

Project VMT Reduction	**Total VMT**
VMT Reduction from Building L203	830.5
VMT Reduction from Buildings L201 & L202	1,139.4
Total VMT Reduction	**1,969.9**
VMT Reduction Required to meet City Target	988.2
VMT Reduction Target Achieved? (Yes/No)	Yes

As shown in Table 6, the proposed project can achieve the City of Lake Forest Target VMT rate by implementing several trip reduction measures. Trip reduction measures will need to be implemented for the entire Applied Medical Lake Forest Campus in order to achieve the required reduction. Trip reduction measures are further described below.

F. VMT Reduction Measures

The California Air Pollution Control Officers Association's (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* is utilized for identifying the various TDM strategies and methods to quantify VMT reductions from TDM strategies. The VMT reduction strategies outlined in said document are industry-recognized methodologies that are applicable to land use projects, such as the proposed project.

The following VMT Reduction Measures are recommended for the project. It should be noted that some of the VMT reduction measures are included as part of the project design, while others are considered additional mitigation that shall be provided to ensure the impact is adequately reduced.

VMT-1 The project will result in an increase in land use density based on the numbers of jobs expected to be created by the project. The project is expected to employee approximately 122 workers, resulting in an employment density of approximately 50 jobs/acre. The increased employment density will result in reduced VMT, per CAPCOA methodology. (LUT-1. Design Feature)

VMT-2 The project will provide pedestrian network improvements that link areas of the site internally and to off-site facilities. This includes designated sidewalks, pedestrian paths of travel from Windrow Drive, ADA ramps between buildings, and pedestrian connections between buildings (including the new pedestrian bridge). (SDT-1. Design Feature)

VMT-3 The project shall implement a Commute Trip Reduction (CTR) Program discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. (TRT-1. Mitigation Measure.)

The CTR program shall include:

- A carpooling program
- Ride-matching assistance
- Preferential carpool parking
- Flexible work schedules for carpools
- Half time transportation coordinator
- Vanpool assistance
- Bicycle end-trip facilities (parking, showers and lockers)

VMT-4 The project shall provide a ride sharing program with 100% of employees eligible for participation. (TRT-3. Mitigation Measure)

The ride-sharing program shall include the following:

- Designate up to eight (8) parking spaces for ride-sharing vehicles, per Cal Green requirements.
- Providing a web site or message board for coordinating rides.

VMT-5 The project shall implement marketing strategies to help inform employees of the available commute trip reduction programs. (TRT-7. Mitigation Measure.)

Marketing strategies shall include:

- New employee orientation of Commute Trip Reduction Program, ride sharing service and employee sponsored vanpool and shuttles.
- Event promotions
- Publications

VMT-6 The project shall provide an employer-sponsored vanpool/shuttle program. The vanpool/shuttle program shall provide rides for employees between the Lake Forest and Rancho Santa Margarita Campuses, to/from local transit stops and stations, (including the Irvine Metrolink Station), to local

restaurants for lunch, and other employer sponsored events. (TRT-11. Mitigation Measure.)

Detailed descriptions of the proposed commute trip reduction strategies submitted by the applicant are provided in Appendix C.

To ensure adequate compliance and enforcement, it is recommended that an annual report be submitted to the City of Lake Forest to tract the Commute Trip Reduction and Ride Sharing programs.

VMT reduction calculation worksheets are included in Appendix D.

G. Conclusions

RK Engineering Group, Inc. has completed this vehicle miles traveled analysis for the Applied Medical Building L203 Expansion Project.

The proposed project is located in LFTAM TAZ 62 and is considered a (non-residential) office/employment project. The project VMT rate exceeds the City of Lake Forest Target VMT Rate and therefore several trip reduction measures are required.

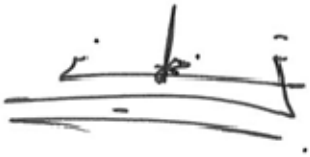
The proposed project can achieve the City of Lake Forest Target VMT rate by implementing the trip reduction measures described in this report. Trip reduction measures will need to be implemented for the entire Applied Medical Lake Forest Campus in order to achieve the required reduction.

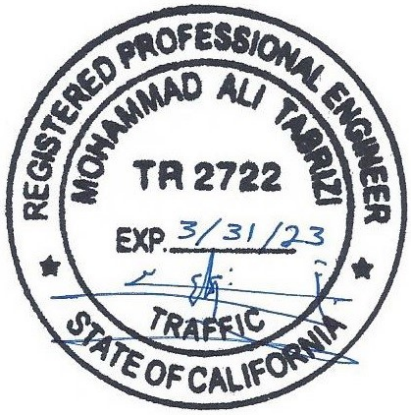
Based on the above, the proposed project is presumed to have a less than significant VMT impact with the required trip reduction measures.

RK Engineering Group, Inc. appreciates this opportunity to work with APPLIED MEDICAL on this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.





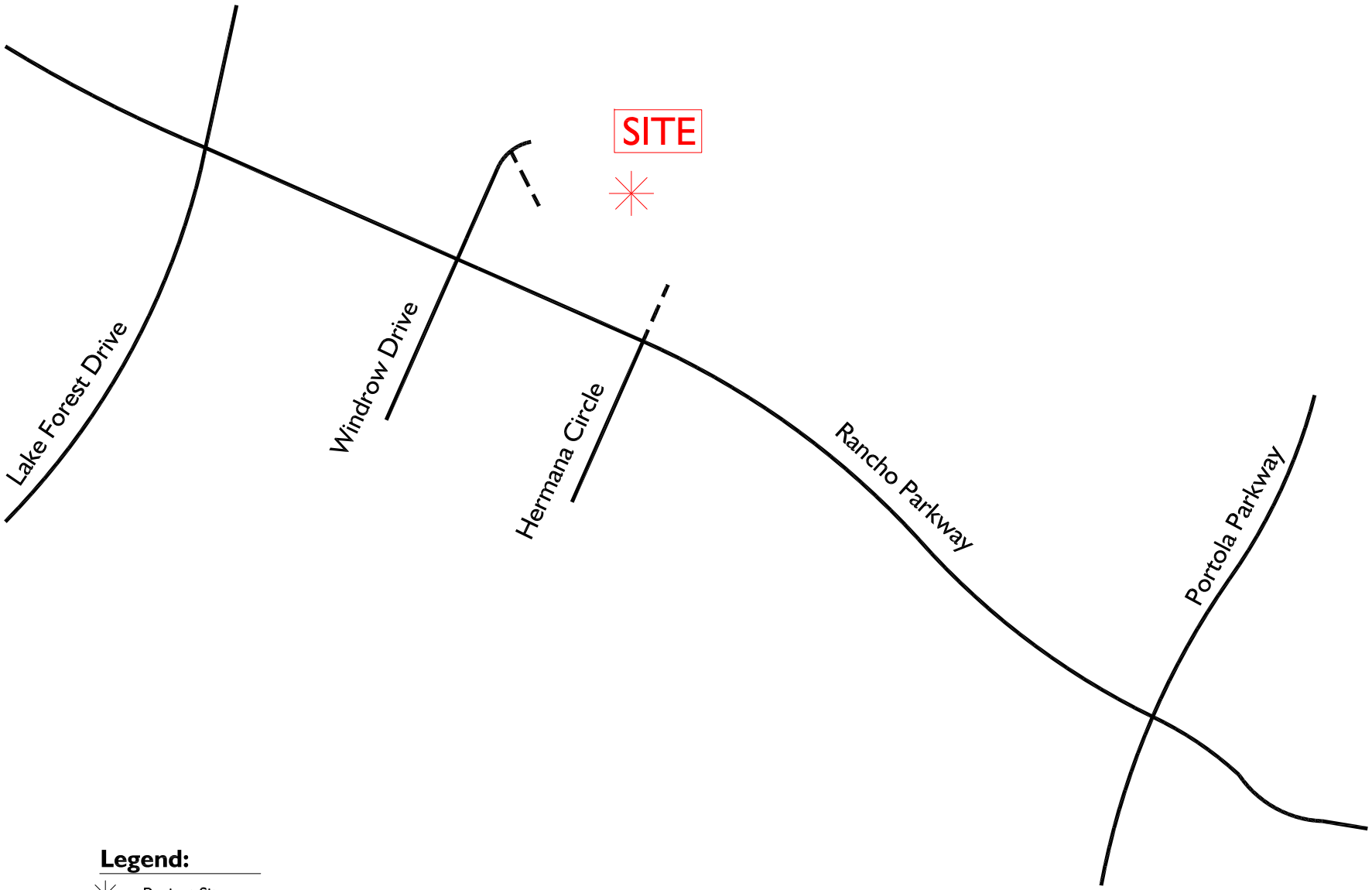
Alex Tabrizi, PE, TE
Principal

Attachments

Exhibits

Exhibit A

Location Map



Legend:

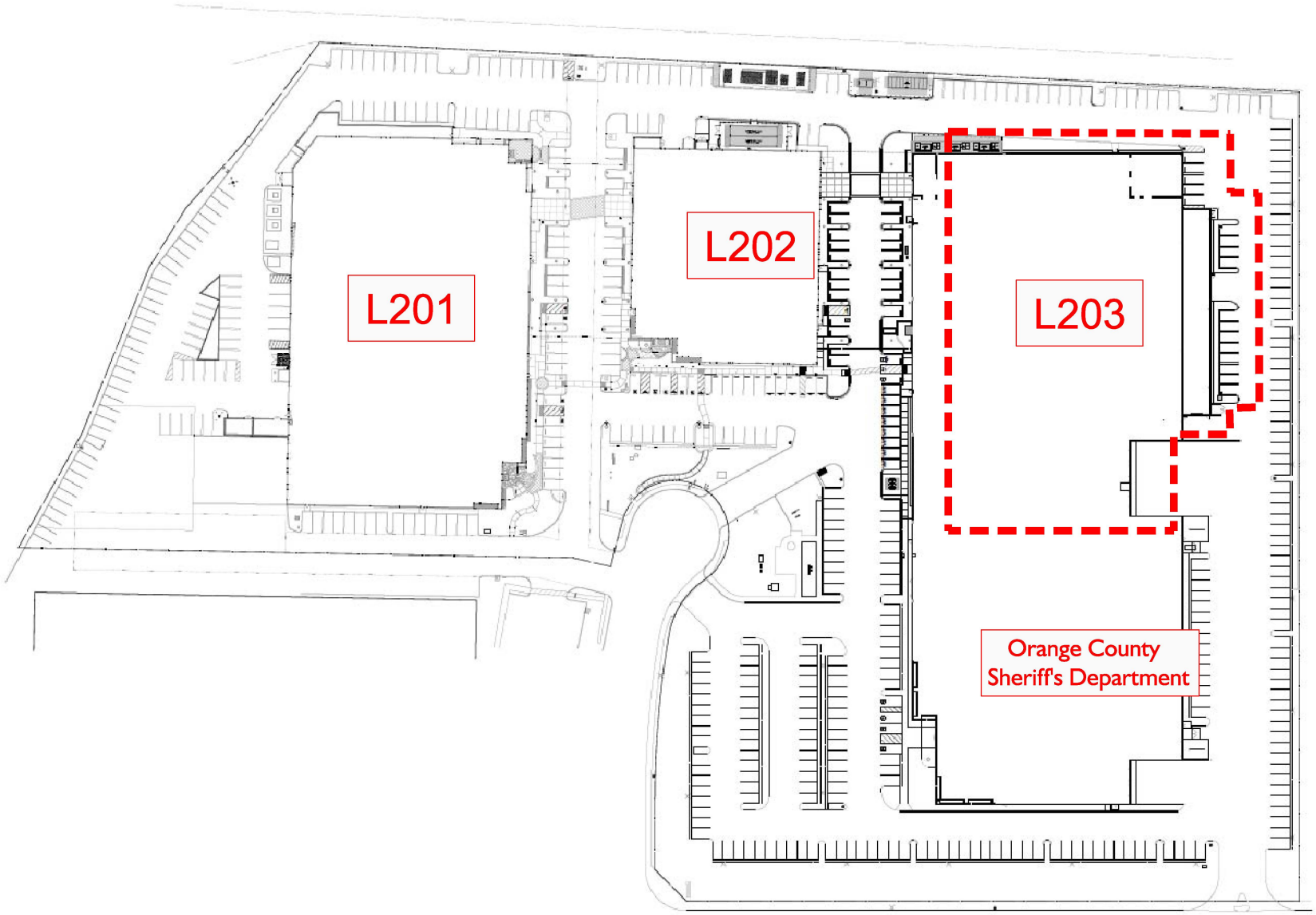
✳ = Project Site

▬ ▬ = Project Access Driveway

N

Exhibit B

Site Plan



RK engineering group, inc.

Appendices

Appendix A

City of Lake Forest
VMT Screening Form

Attachment C: Pre-Application VMT Screening Form

A. SITE INFORMATION

1. PROJECT LOCATION

Street Address[14]:	20202 Windrow Dr. Lake Forest, CA 92630	Unit Number:	
Legal Description (Lot, Block, Tract):	APPLIED MEDICAL RESOURCES BUILDING L203 EXPANSION		
Assessor Parcel Number(s):	612-012-10	Lot Area 1:	6.8 acres

2. EXISTING USE(S)

Describe in detail the existing condition of, and uses on, the project site, including any major physical improvements/alterations:

Orange County Sheriff's Department Substation (OCSD) operates 24/7 in southern portion of building (51,292 sf). Northern portion of building (73,168 sf) was previously occupied by Safeway and Pinnacle (warehouse and storage tenants), and is currently vacant. The site has a total of 302 parking spaces. 150 parking spaces will continue to serve the OCSD, and 152 parking spaces will be allocated to serve the proposed use that will occupy the northern portion of the building (Building L203).

B. PROPOSED PROJECT

1. PROPOSED USE(S)

Describe in detail the characteristics, scope and/or operation of the proposed project:

Applied Medical Resources (AMR) will occupy Building L203 (73,168 sf) and expand it by 33,931 sf, for a total of 107,099 sf. The building expansion will displace a total of 22 parking spaces. As a result, AMR Building L203 will have access to 130 parking spaces (previously 152). AMR is a manufacturing land use that develops and warehouses medical device products.

The AMR campus will consist of buildings L201, L202 and L203, with a total of 348 parking spaces shared between all three (3) buildings (218 from L201 and L202, 130 from L203). The expansion includes adding a total of 13 parking spaces near Building L201. The project expansion will also include 13,253 sf of pedestrian bridge to be located on the second floor to connect Building L202 and Building L203.

[14] Street Address must include all addresses corresponding to the subject/application site

2. FLOOR AREA

Provide the proposed floor area of residential and nonresidential development:

	Total	Residential	Nonresidential
Floor Area:	107,099 sf		107,099 sf

C. PROJECT TEAM INFORMATION (Complete all applicable fields)

Applicant[15] Name		Company/Firm
Steve Davis		APPLIED MEDICAL
Address #	Street	Unit/Space Number
22872 Avenida Empresa		
City	State	Zip Code
Rancho Santa Margarita	CA	92688
Telephone No.		E-mail:

☒ Same as applicant ☐ Different from applicant:

Property Owner of Record Name		Company/Firm
Address #	Street	Unit/Space Number
City	State	Zip Code
Telephone No.		E-mail:

Optional:

Agent/Representative Name		Company/Firm
Address #	Street	Unit/Space Number
City	State	Zip Code
Telephone No.		E-mail:

[15] An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing the case on behalf of a client (i.e. usually not the agent/representative).

Optional:

Other (Specify Architect, Engineer, CEQA Consultant etc.) **Name** Engineering Consultant		Company/Firm RK ENGINEERING GROUP, INC.
Alex Tabrizi, PE, TE		
Address #	Street	Unit/Space Number
4000 Westerly Place		Suite 280
City	State	Zip Code
Newport Beach	CA	92660
Telephone No.		E-mail:
949-474-0809		at@rkengineer.com

Primary Contact for Project Information *(select only one)*	
☐ Owner	☐ Applicant
☐ Agent/Representative	☒ Other

D. TRANSPORTATION ANALYSIS SCREENING

1. PROJECT TRIP GENERATION

Will the project have a net increase of 110 new daily trips? ☒ YES ☐ NO

Please describe:

Based on the ITE trip generation rates for Manufacturing (ITE Code 140), the proposed 33,931 sf building expansion is forecast to generate approximately 294 NET daily trips, including 53 NET AM peak hour trips and 58 NET PM peak hour trips. This trip generation represents the net increase, taking into account existing land use trip credit from the existing 73,168 sf building of Warehousing (ITE Code 150).
Source: ITE Trip Generation Manual, 10th Edition (2017).

2. MAP-BASED SCREENING

a. Is the Project located in a low-VMT generating traffic analysis zone? Refer to the VMT Guidelines for instructions on how to identify low-VMT generating areas.

☐ YES ☒ NO

3. RETAIL

a. Does the Project have a retail component? ☐ YES ☒ NO

b. If "Yes", is the retail locally-serving (typically stores less than 50 TSF building floor area)?
☐ YES ☒ NO

If "Yes", please describe:

4. HOUSING

a. Is the Project 100% low-income affordable housing? ☐ YES ☒ NO

5. TRANSIT AND ACTIVE TRANSPORTATION

a. Will the project remove or alter any existing bus stops, pedestrian paths, trails, or bicycle routes?

☐ YES ☒ NO

If "Yes", please describe:

Appendix B

City of Lake Forest
VMT Look-Up Table Worksheet

SB 743 VMT LOOKUP TABLE

Purpose: The purpose of the SB 743 VMT Lookup Table is to look up Home-Based VMT per resident and Home-Based Work VMT per employee by Lake Forest Traffic Analysis Zone.

Instructions:

1. Fill out project name, location, and project type
2. Refer to LFTAM TAZ map and identify the TAZ that the project is located in
3. Select the LFTAM TAZ from the drop down cell
4. Copy results for use in final documentation

Project Name:	APPLIED MEDICAL RESOURCES BUILDING L203 EXPANSION	
Location:	20202 WINDROW DR, CITY OF LAKE FOREST	
Type of Project:	**Employment**	<--- click on cell for drop-down
	If Project is employment use Home-Based Work per employee threshold	

Residential

	LFTAM TAZ	HB VMT PER CAPITA
click on cell for drop-down -->	**Select from drop down**	--
	Citywide VMT Threshold	17.5
	Above or Below Citywide VMT Threshold	--
	Significant Impact?	--
	Required Reduction for Mitigation	--

Employment

	LFTAM TAZ	HBW VMT PER EMPLOYEE
click on cell for drop-down -->	**62**	28.6
	Countywide VMT Threshold	20.5
	Above or Below Countywide VMT Threshold	ABOVE
	Significant Impact?	YES
	Required Reduction for Mitigation	8.1

Appendix C

Applied Medical Lake Forest
Proposed Ridesharing and Carpool Program Summary

Applied Medical Rideshare and Vanpool Summary

Commute Trip Reduction and Ride-Sharing Program (TRT-1, TRT-3 and TRT-11)

- Ride-matching assistance
    - Internal intranet that matches team members who want to carpool. It also tracks rides, shows environmental impact and more.
    - ETC can also assist matching team members and instructions on how to use the program
- Carpooling Encouragement
    - Monthly raffle- Tracking of trips in the program earns team members points (alternative rides such as carpooling, biking and walking, earn extra points). These points will be used for monthly raffles of various prizes.
    - Quarterly offer those who are part of the program "Roadie Boxes" which consist of car-friendly snacks for both drivers and passengers
        - This also serves as a marketing effort as distribution takes place in a central location with information about what the program is and how you can earn your own Roadie box.
- Preferential carpool parking
    - Lake Forest will have 8 designated spots.
- Flexible work schedules for carpools
    - If a team member's schedule is preventing them from entering a carpool, the management team will meet with the team member to discuss if a schedule adjustment is feasible.
- Transportation Coordinator
    - We have an on-site ETC (Employee Transportation Coordinator) working from RSM campus to assist team members of RSM, Lake Forest and Irvine when needed.
- Bicycle end-trip facilities
    - Additional bicycle lockers to the Lake Forest campus as part of the expansion to be added.
    - Shower facilities will be available at the Lake Forest campus.
- Additional
    - Guaranteed ride home program – if a team member has carpooled to work and either their ride needed to leave or they need to leave, we will call them an Uber to get them home at no cost to the team member.
    - Bicycle tool/repairs kits available to those team members who sign up for the program.
    - Discounts at local bike shops.

Implement Commute Trip Reduction Marketing (TRT-7)

- New employee orientation of trip reduction and alternative mode options
    - Program explained during our new hire orientation for all employees and sign-up instructions provided.
- Event Promotions
    - Roadie Boxes- Offered those who are part of the program which consist of car-friendly snacks for both drivers and passengers.
        - This also serves as a marketing effort as distribution takes place in a central location with information about what the program is and how you can earn your own Roadie box.
    - Informational booth at our Expos to explain the program and promote sign-ups.
- Publication
    - Monthly raffle winners announced via email that goes to the entire team member population.
    - Specific flyers and signage/pull-up banners to be displayed during promotional events, expos, and so forth.
    - Reminders about the program posted in bi-monthly Family and Community newsletter

Provide Employer-Sponsored Vanpool/Shuttle(TRT-11)

- Shuttle
    - We currently have vehicles that can transport team members between the different campuses. Team member and other personnel are transported between campuses for new hire orientation, meetings, deliveries, maintenance, etc.
    - The shuttle program will pick-up team members from local transit stops and stations, including the Irvine Metrolink Station
    - The shuttle program will provide transport to local restaurants for lunch/meals.

Compliance/Enforcement

The Applied Medical RSM campus participates in the annual South Coast Air Quality Management District (AQMD) annual vehicle rideshare survey (AVR). Our AVR score for 2021 was 3.03 on a goal of 1.5.

- Lake Forest will participate in their own annual AVR survey once the team member count reach 250 for over six months. This will allow us to track the success of our rideshare programs and see progress year over year.

- An annual summary report will be submitted to the City of Lake Forest to track the Commute Trip Reduction and Ride Sharing programs.

Appendix D

VMT Reduction Calculation Worksheets

VMT Mitigation Calculator

LUT-1 Increase Density

% VMT Reduction = Percent increase in housing units or jobs per acre * Elasticity of VMT (0.07)

Project Density	**0**	du/acre			
	35	jobs/acre			
Base Density	**0**	du/acre		7.6	du/acre
	20	jobs/acre	(CAPCOA average density) =	20	jobs/acre
% Density Increase	0.0%	du/acre*	* Maximum allowable density increase is 500%		
	75.0%	jobs/acre*	* Maximum allowable density increase is 500%		
VMT Elasticity	0.07	(Boarnet and Handy 2010)			
Residential VMT Reduction	0.00%				
Employee VMT Reduction	5.25%				
Total VMT Reduction	**5.25%**				

VMT Mitigation Calculator

SDT-1 Provide Pedestrian Network Improvements

Mitigation Method		
Estimated VMT Reduction	Extent of Pedestrian Accommodations	Context
2%	Within Project Site and Connecting Off-Site	Urban/Suburban
1%	Within Project Site	Urban/Suburban
<1%	Within Project Site and Connecting Off-Site	Rural

VMT Reduction: **1.00%**

VMT Mitigation Calculator

TRT-1 Commute Trip Reduction Program - Voluntary

% VMT Reduction = (A) Percent reduction in commute VMT x % employees eligible

A	**Percent reduction in commute VMT (see table to right)**	**5.2%**
B	**Percent employees eligible**	**100%**
=	**VMT Reduction**	**5.2%**

5.2%	low density suburban
5.4%	suburban center
6.2%	urban

VMT Mitigation Calculator

TRT-3 Provide Ride-Sharing Program

% VMT Reduction = (A) Percent reduction in commute VMT x % employees eligible

A	**Percent reduction in commute VMT (see table to right)**	**5.0%**
B	**Percent employees eligible**	**100%**
=	**VMT Reduction**	**5.0%**

5.0%	low density suburban
10.0%	suburban center
15.0%	urban

VMT Mitigation Calculator

TRT-7 Implement Commute Trip Reduction Marketing

% Commute VMT Reduction = (A) Percent reduction in commute VMT x % employees eligible x Adjustment from commute VT to commute VMT

A	Percent reduction in commute VMT (see table to right)	4.0%	4.0%	all land uses
B	**Percent employees eligible**	**100%**		
C	Adjustment from commute VT to commute VMT	1.0	1.0	See Appendix C for additional details
=	**VMT Reduction**	**4.0%**		

VMT Mitigation Calculator

TRT-11 Provide Employer-Sponsored Vanpool/Shuttle

% VMT Reduction = (A) Percent shift in vanpool mode share of commute trips * (B) Percent employees eligible * (C) Adjustment factor

A	**Percent shift in vanpool mode share of commute trips**	**5%**
B	**Percent employees eligible**	**100%**
C	Adjustment from vanpool mode share to commute VMT	0.67
=	**VMT Reduction**	**3.35%**