TECHNICAL MEMORANDUM

To:	Mr. Mark Haupert Rexco Development	Date:	December 15, 2022
From:	Keil Maberry, P.E., Principal Zawwar Saiyed, P.E., Associate Principal Yi Li, Transportation Engineer I Linscott, Law and Greenspan, Engineers	LLG Ref:	2.21.4448.1
Subject:	***Updated Vehicle Miles Traveled (VMT) Analysis for the Proposed Serrano Oaks Townhomes – Jurupa Valley***		

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this *Updated* Vehicle Miles Traveled (VMT) Analysis Technical Memorandum for the proposed Serrano Oaks Townhomes project (herein after referred to as "Project") in the City of Jurupa Valley, Riverside County, California. This Technical Memorandum presents the VMT screening criteria, analysis methodology, significance thresholds and VMT analyses. It should be noted that the approach and methodology outlined in this Technical Memorandum is consistent with *the City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020),* which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The following sections of this Technical Memorandum summarize the Project description, present City of Jurupa Valley's VMT screening criteria, analysis methodology, thresholds and VMT analysis.

PROJECT DESCRIPTION

The 4.13-acre proposed Project site is currently vacant and will be developed with 103 apartment homes within six (6) buildings. In addition, median modification improvements will be installed along the Project frontage to facilitate full movement access at the primary Project driveway. The Project site is located on the northeast quadrant of Clay Street and Linares Avenue in Jurupa Valley, Riverside County, California.

Figure 1 presents a vicinity map that illustrates the general location of the Project site and surrounding street system. ***Figure 2*** displays the existing site aerial of current site layout. ***Figure 3*** presents the conceptual site plan for the Project, prepared by Summa Architecture.

As shown in *Figure 3*, access for the proposed Project will be provided via one (1) primary full movement driveway and one (1) right-in/right-out driveway along Clay Street.

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PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods outlined in the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* and outlines whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Transit Priority Area (TPA) or High Quality Transit Area (HQTA) Screening

The *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* states:

> *"Projects located within a TPA or HQTA[1] may be presumed to have a less than significant impact absent substantial evidence to the contrary."*

Pursuant to the guidelines, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. The *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* also highlights certain project-specific or location-specific characteristics which may indicate the project will still generate significant levels of VMT, even when located within one-half mile of a major transit stop or a stop along a high-quality transit corridor. These characteristics relate to the project's floor area ratio (FAR), parking supply, affordable dwelling units, as well as consistency with the applicable Sustainable Communities Strategy (SCS). If the project has any characteristics which indicate that the presumption of less than significant impacts as stated in the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* may not be appropriate, then the guidelines recommend that the project should not be screened out of further VMT analysis.

Based on the above, the proposed Project will not screen-out since it is not within one-half mile of neither an existing major transit stop nor a stop along an existing high-quality transit corridor. It should be noted that the Jurupa Valley/Pedley Metrolink train station is located within one mile of the Project site.

Low VMT Area Screening

An additional screening methodology is provided for residential and office land use projects. The *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020) states:*

[1] A TPA is defined as a ½ mile radius around an existing or planned major transit stop or an existing stop along a high quality transit corridor. An HQTA is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A map of HQTAs can be reviewed on SCAG's website. (http://gisdata.scag.ca.gov/Pages/GISStaticMaps.aspx.).

> *"Residential and office projects consistent with the City's General Plan and located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per capita or per employee that is consistent with the existing land uses in that low VMT generating area and is consistent with RTP/SCS assumptions or the project improves VMT per capita or per employee compared to the RTP/SCS."*

Based on the above, the proposed Project will not screen-out since it is not located in a low VMT-generating area.

Project Type Screening

Finally, the last screening methodology is for the type of project. The *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020) states:*

> *"Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.*
>
> *In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:*
>
> - *Local parks*
> - *Day care centers*
> - *Local-serving retail centers, gas stations, and banks*
> - *Local-serving restaurants, including with drive-thru*
> - *Local-serving hotels (e.g. non-destination hotels)*
> - *Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS*
> - *Projects generating less than 250 daily vehicle trips[2]"*

[2] This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, sub. (e)(2)). City experience is that projects approximately twice this size do not show a substantially different impact assuming a linear rate of trip growth. Typical project types for which trip generation increases relatively linearly with building footprint or number of units (i.e., residential, general office building, single tenant office building, office park, and business park) generate or attract an additional 220-250 trips per 20,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 250 or fewer daily trips could be considered not to lead to a significant impact

*Based on the above and according to **Table 1**, the proposed Project will generate 445 daily trips, hence it will not screen-out since it is not a type of project that is listed in the categories above and it generates more than 250 daily trips.*

Based on the above, the proposed Project will not screen-out, thus requiring a full VMT analysis as presented in this Technical Memorandum.

VEHICLE MILES TRAVELED (VMT) ANALYSIS METHODOLOGY

As required by the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)*, this Project is required to complete a full VMT analysis and forecasting using the Riverside County Traffic Analysis Model (RIVTAM) to determine if it will have a significant VMT impact. This VMT analysis includes 'Project generated VMT' and 'Project effect on VMT' estimates for the Project Traffic Analysis Zone (TAZ) under the following scenarios:

- Baseline Conditions.
- Baseline Plus Project Conditions.
- Cumulative No Project Conditions.
- Cumulative Plus Project Conditions.

It should be noted that the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* state that if a project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. Based on discussions with the City staff and noting that the proposed Project is not consistent with the City's General Plan, therefore by definition would not be consistent with the RTP/SCS, hence a cumulative analysis has been conducted.

Based on the above, a full VMT analysis utilizing RIVTAM has been used to determine the VMT for the Project and for the City of Jurupa Valley average and will provide the following:

- Home-based VMT per Capita for residential land uses.

VEHICLE MILES TRAVELED (VMT) IMPACT THRESHOLDS

As previously discussed, a project that does not meet the screening criteria will require preparation of a detailed transportation analysis. The project VMT will be evaluated in order to determine if the project is expected to cause a significant transportation impact. The VMT significance criteria as stated in the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* is detailed below.

Project VMT Impacts

A project would result in a significant project-generated VMT impact if:

a) For residential projects, in the Baseline Plus Project scenario its net VMT per capita exceeds the City's average VMT per capita.

b) For office and industrial projects its net VMT per employee exceeds the City's average VMT per employee.

c) For all other uses, a net increase in total VMT within the city would be considered a significant impact.

Cumulative VMT Impacts

According to the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020),* if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT impact if:

a) For residential projects, its cumulative project-generated VMT per capita exceeds the average VMT per capita for Jurupa Valley in the RTP/SCS horizon-year.

b) For office and industrial projects its cumulative project-generated VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

c) For all other land development project types, a net increase in total VMT in the Cumulative Plus Project scenario versus the RTP/SCS Without Project horizon-year would be considered a significant impact.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Summarized in the following section are the average VMT per Capita values utilizing RIVTAM for the City of Jurupa Valley and for the proposed Project for both the baseline and cumulative conditions. It should be noted that the Project is located in Traffic Analysis Zone (TAZ) 3333 and the Project development totals were converted into Socio-Economic Data (SED) and inputted into the RIVTAM. ***Figure 4*** presents the TAZ Map from the RIVTAM.

Project VMT Impacts

As shown below, the proposed Project average VMT per Capita needs a ***5.60%*** reduction to be under the City average VMT per Capita for the baseline year. Based on the significance thresholds and criteria outlined in this report, the proposed Project exceeds the City of Jurupa Valley baseline VMT per Capita (i.e. VMT per Capita = 12.60 VMT per Capita threshold). It should be noted that with the implementation of

the Transportation Demand Management (TDM) strategies presented in the forthcoming section, the baseline VMT per Capita will decrease to less than the threshold, will not exceed the City of Jurupa Valley baseline average VMT per Capita and thus will not have a significant Project baseline VMT impact for the residential land uses.

Baseline VMT per Capita	
City of Jurupa Valley	12.60[3]
Project	13.35
Compared to Threshold	**5.60% Reduction Needed**

Cumulative VMT Impacts

As shown below, the proposed Project average VMT per Capita needs a ***6.40%*** reduction to be under the City average VMT per Capita for the cumulative year. Based on the significance thresholds and criteria outlined in this report, the proposed Project exceeds the City of Jurupa Valley cumulative VMT per Capita (i.e. VMT per Capita = 11.73 VMT per Capita threshold). It should be noted that with the implementation of the Transportation Demand Management (TDM) strategies presented in the forthcoming section, the cumulative VMT per Capita will decrease to less than the threshold, will not exceed the City of Jurupa Valley cumulative average VMT per Capita and thus will not have a significant Project cumulative VMT impact for the residential land uses.

Cumulative VMT per Capita	
City of Jurupa Valley	11.73[3]
Project	12.53
Compared to Threshold	**6.40% Reduction Needed**

VEHICLE MILES TRAVELED (VMT) MITIGATION MEASURES

Once a significant impact is identified, measures to reduce the Project's VMT impact should be identified to reduce the VMT levels to a level at or below the City's thresholds. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with *Chapter 7 of the California Air Pollution Control Officers Association Quantifying Greenhouse Gas Mitigation Measures (August 2010)*, as well as the California Air Pollution Control Officers Association's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers* Report, Chapters 3 - Transportation, December 2021, and approved by the Planning Director

[3] Source: *Riverside County Traffic Analysis Model (RIVTAM).*

and Director of Public Works (as applicable). To mitigate VMT impacts, the following choices may be available to the applicant:

A. Modify the project's built environment characteristics to reduce VMT generated by the project;
B. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project; and/or
C. Participate in a VMT fee program and/or VMT mitigation exchange/banking program to reduce VMT from the project or other land uses to achieve acceptable levels.

As part of the WRCOG Implementation Pathway Study, key TDM measures that are appropriate to the region were identified. Specific strategies that are accepted in the City of Jurupa Valley must be coordinated with the Planning Department.

Further, if a regional program is available to reduce VMT, a fair-share payment toward that program may be deemed acceptable. These may include:

- TUMF transit improvement projects
- TUMF bike & ped improvement projects
- Project funded TDM program

Given Jurupa Valley's mix of land uses and the surrounding regional context, the following key strategies provide the best opportunities to reduce VMT that are available to the applicant:

A. Project-level mitigation includes measures such as site design, location efficiency, and building operations.
B. Increase diversity of land uses - This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.
C. Provide pedestrian network improvements - This strategy focuses on creating a pedestrian network with the project and connecting to nearby destinations.
D. Provide traffic calming measures and low-stress bicycle network improvements - Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome.
E. Implement car-sharing program - This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it

convenient to access a shared vehicle for those trips where vehicle use in essential.

F. Increase transit service frequency and speed - This strategy focuses on improving transit service convenience and travel time competitiveness with driving. New forms of low-cost demand-responsive transit service could be provided.

G. Encourage telecommuting and alternative work schedules. This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting.

H. Provide ride-sharing programs - This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as the strategy above.

The TDM strategies are sub-categorized into the following:

1) Land Use

2) Trip Reduction Program

3) Parking or Road Pricing/Management

4) Neighborhood Design

5) Transit

6) Clean Vehicles and Fuels

It may be noted that there are rules and combined maximums for calculating the VMT reduction when applying multiple mitigation measures. To safeguard the accuracy and reliability of the methods while maintaining their case of use, the following rules should be followed when considering reductions achieved by transportation measures.

Combining Measures Across Scales

According to the CAPCOA, there are sixteen (16) quantified measures at the Project/Site scale that can be combined with each other and seventeen (17) quantified measures at the Plan/Community scale that can be combined with each other. *The GHG reductions of transportation measures from different scales of application should never be combined*.

Combining Measures Within a Subsector

Effectiveness levels for multiple measures within a subsector may be multiplied to determine a combined effectiveness level. The CAPCOA recommends that measures reductions within a subsector be multiplied. This will take the following form:

$$Reduction_{subsector} = 1 - [(1 - A) * (1 - B) * (1 - C)]$$

Where A, B, and C are the individual measures reduction percentages for the measures to be combined in each subsector. In addition, each subsector has a maximum allowable reduction.

Combining Measures Across Subsectors

The CAPCOA report adopts 70 percent as a maximum for the combined VMT impact from the following four subsectors: Land Use, Neighborhood Design, Parking or Road Pricing/Management, and Transit:

$$Reduction_{multi-subsector} = 1\text{-}\ [(1 - Land) * (1 - Design) * (1 - Parking) * (1 - Transit) \leq 70\%$$

Please note that this multi-subsector maximum purposefully excludes the Trip Reduction Program subsector.

Recommended Mitigation Measures

The following strategies are recommended as mitigation measures to offset the VMT impact:

a) *TST-2. Transit System Improvements*[4]

> *"This project will improve access to transit facilities through sidewalk/crosswalk safety enhancements and bus shelter improvements. The benefits of Transit Access Improvements alone have not been quantified and should be grouped with Transit Network Expansion (TST-3) and Transit Service Frequency and Speed (TST-4)."*
>
> Based on discussions with the City Staff, providing two bus shelters at the bus stops on Clay Street will allow a 1% reduction in VMT per transit shelter based on the notion that improved transit facilities would encourage more people to travel by that mode of transportation. Installing two new shelters would therefore give a ***2%*** VMT reduction for both baseline and cumulative conditions.

[4] California Air Pollution Control Officers Association's *Quantifying Greenhouse Gas Mitigation Measures, A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* Report, Chapters 6 & 7, August 2010.

b) *T-14. Provide Electric Vehicle Charging Infrastructure*[5]

"Install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multifamily). This will enable drivers of PHEVs to drive a larger share of miles in electric mode (eVMT), as opposed to gasoline-powered mode, thereby displacing GHG emissions from gasoline consumption with a lesser amount of indirect emissions from electricity. Most PHEVs owners charge their vehicles at home overnight. When marking trips during the day, the vehicle will switch to gasoline mode if/when it reaches its maximum all-electric range."

Per mitigation measure T-14 in the California Air Pollution Control Officers Association's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers* Report, Chapters 3 - Transportation, December 2021, the VMT Reduction formula is presented below:

$$A = \frac{B * D * (F - E) * (G - (H * I * K * L))}{-C * J}$$

Where:

A: Percent reduction in VMT from vehicles accessing the office building or housing;

B: Number of chargers installed at site (user input);

C: Total Vehicles accessing the site per day (user input);

D: Average number of PHEVs served per day per charger installed with the default value of 2;

E: Percent of PHEV miles in electric mode without measure with the default value of 46%;

F: Percent of PHEV miles in electric mode without measure with the default value of 80%;

G: Average emission factor of PHEV in gasoline mode with the default value of 205.1 g CO_2e per mile;

H: Energy efficiency of PHEV in electric mode with the default value of 0.327 kilowatt hours (kWh) per mile;

[5] California Air Pollution Control Officers Association's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers* Report, Chapters 3 - Transportation, December 2021.

I: Carbon intensity of local electricity provider with the default value of 263 lb CO_2e per megawatt hour (MWh)

J: Average emission factor of non-electric vehicles accessing the site with the default value of 307.5 g CO_2 e per mile;

K: Conversion from lb to g with the default value of 454 g per lb; and

L: Conversion from kWh to MWh with the default value of 0.001 MWh per KWh.

Based on *Table 1*, the two-way trip generation for the proposed Project is 445 trips per day, therefore there are 223 vehicles accessing the site per way per day. Installing Level 2 charging stations for 27% of the units (28 charging stations) with and 223 vehicles accessing (one-way) the site per day, the proposed Project will achieve a VMT reduction of:

$$A = \frac{28 * 2 * (0.8 - 0.46) * (205.1 - (0.327 * 263 * 454 * 0.001))}{-223 * 307.5}$$
$$= -4.61\%$$

Based on the above, utilizing T-14 as a mitigation measure will achieve a VMT reduction of 4.61%.

Based on the combined implementation of the recommended VMT impact mitigation measures described above, the Project's baseline and cumulative VMT could be reduced by up to the ***6.52%*** as shown below, and which would mitigate the Project's baseline and cumulative VMT impact to a level of insignificance:

$$VMT\ Reduction = 1 - [(1 - 0.02) * (1 - 0.0461)]$$

CONCLUSION

Consistent with the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated November 2020)* and based on the VMT methodology, criteria, guidelines, thresholds, results and implementation of TDM strategies outlined in this Technical Memorandum, the proposed Project will not have a significant Project Baseline nor Cumulative VMT impact.

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We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

cc: File

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TABLE 1

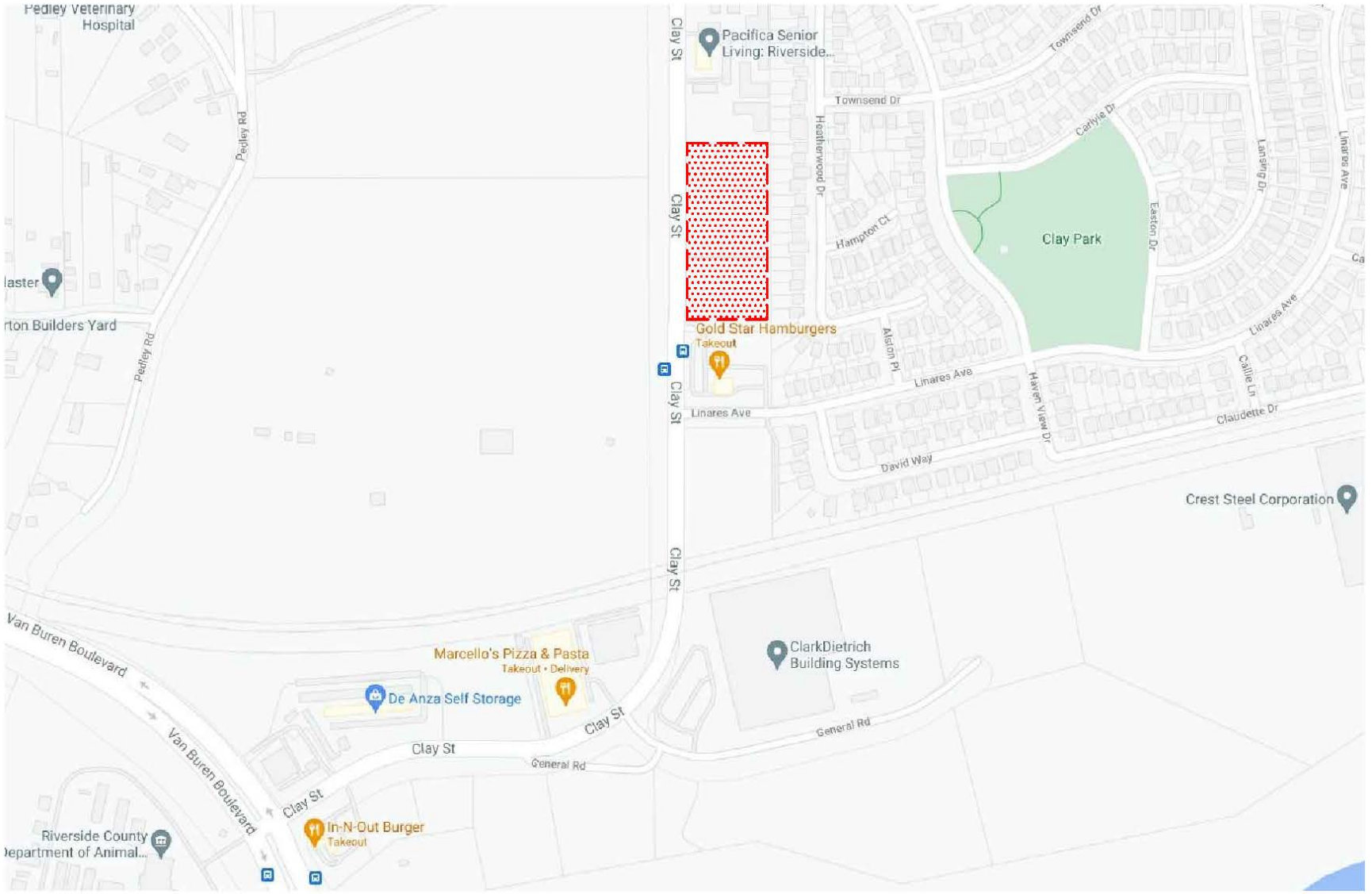
PROJECT TRIP GENERATION RATES AND FORECAST[6]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ 220: Multifamily Housing (Low-Rise) Not Close to Rail Transit (TE/DU)	6.74	24%	76%	0.40	63%	37%	0.51
Proposed Project Generation Forecasts:							
▪ Townhomes (66 DU)	445	6	20	26	21	13	34
Project Trip Generation Forecast	**445**	**6**	**20**	**26**	**21**	**13**	**34**

Notes:

- TE/DU = Trip end per dwelling unit

[6] Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].



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N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

CLAY STREET APARTMENTS, JURUPA VALLEY

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SOURCE: GOOGLE

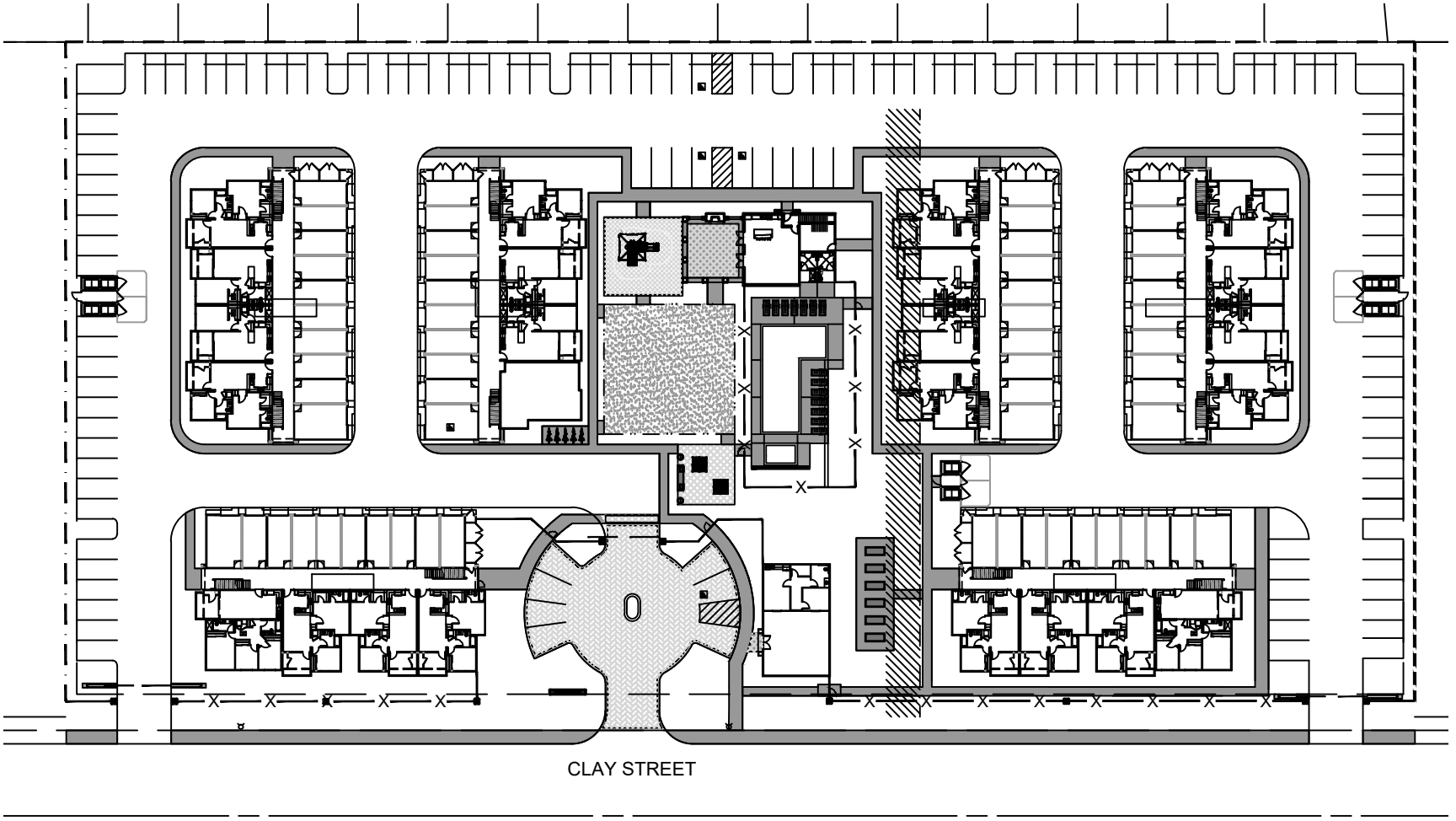
KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

CLAY STREET APARTMENTS, JURUPA VALLEY



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NO SCALE

SOURCE: SUMMA ARCHITECTURE

FIGURE 3

PROPOSED SITE PLAN

CLAY STREET APARTMENTS, JURUPA VALLEY

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N NO SCALE

SOURCE: RIVTAM

FIGURE 4

TAZ MAP

CLAY STREET APARTMENTS, JURUPA VALLEY

APPENDIX A

RIVERSIDE COUNTY TRAFFIC ANALYSIS MODEL (RIVTAM) DATA SHEETS

2012 Baseline

Field	Count	Sum	Minimum	Maximum	Mean	Std. Dev.
[seq #]	1	3333	3333	3333	3333	
TAZ_ID	1	404190213	404190213	404190213	404190213	
District	1	4	4	4	4	
District2	1	4	4	4	4	
POP	1	3377	3377	3377	3377	
RES	1	3376	3376	3376	3376	
HH	1	879	879	879	879	
GN	1	0	0	0	0	
HHSize_1	1	106	106	106	106	
HHSize_2	1	196	196	196	196	
HHSize_3	1	147	147	147	147	
HHSize_4PLUS	1	430	430	430	430	
HHSize_4E	1	511	511	511	511	
age5_17	1	732	732	732	732	
age18_24	1	378	378	378	378	
age16_64	1	2233	2233	2233	2233	
age65_over	1	296	296	296	296	
ho18_24	1	15	15	15	15	
ho25_44	1	333	333	333	333	
ho45_64	1	393	393	393	393	
ho65_over	1	138	138	138	138	
HH_w0	1	182	182	182	182	
HH_w1	1	333	333	333	333	
HH_w2	1	261	261	261	261	
HH_w3	1	103	103	103	103	
K12	1	683	683	683	683	
COLLEGE	1	0	0	0	0	
median	1	65736	65736	65736	65736	
[HO<$25k]	1	162	162	162	162	
median25k	1	25986	25986	25986	25986	
[$25k<HO<$50k]	1	380	380	380	380	
median25_50	1	56637	56637	56637	56637	
[$50k<HO<$100k]	1	306	306	306	306	
median50_100	1	92652	92652	92652	92652	
[HO>$100k]	1	31	31	31	31	
median_100	1	185639	185639	185639	185639	
LINC_WRK	1	652	652	652	652	
MINC_WRK	1	441	441	441	441	
HINC_WRK	1	105	105	105	105	
Tot_emp	1	2147	2147	2147	2147	
TotLow_emp	1	1671	1671	1671	1671	
TotMed_emp	1	308	308	308	308	
TotHig_emp	1	168	168	168	168	
Ag_emp	1	3	3	3	3	
Const_emp	1	310	310	310	310	
Manu_emp	1	50	50	50	50	
Whole_emp	1	28	28	28	28	
Ret_emp	1	434	434	434	434	
Trans_emp	1	84	84	84	84	
Infor_emp	1	44	44	44	44	
FIRE_emp	1	47	47	47	47	
Prof_emp	1	254	254	254	254	
Educ_emp	1	405	405	405	405	
ArtEnt_emp	1	420	420	420	420	
OthSer_emp	1	47	47	47	47	
PubAdm_emp	1	21	21	21	21	
DailyPark	1	0	0	0	0	
HourlyPark	1	0	0	0	0	
CBD	1	0	0	0	0	
RSA	1	47	47	47	47	
City_POP	1	97093	97093	97093	97093	
City_HB_VMT	1	1223652.02	1223652.02	1223652.02	1223652.02	
City_HB_VMT_Cap	1	12.602886	12.602886	12.602886	12.602886	

2012 Baseline With Project

Field	Count	Sum	Minimum	Maximum	Mean	Std. Dev.
[seq #]	1	3333	3333	3333	3333	
TAZ_ID	1	404190213	404190213	404190213	404190213	
District	1	4	4	4	4	
District2	1	4	4	4	4	
POP	1	3773	3773	3773	3773	
RES	1	3772	3772	3772	3772	
HH	1	982	982	982	982	
GN	1	0	0	0	0	
HHSize_1	1	118	118	118	118	
HHSize_2	1	219	219	219	219	
HHSize_3	1	164	164	164	164	
HHSize_4PLUS	1	480	480	480	480	
HHSize_4E	1	571	571	571	571	
age5_17	1	754	754	754	754	
age18_24	1	390	390	390	390	
age16_64	1	2301	2301	2301	2301	
age65_over	1	305	305	305	305	
ho18_24	1	17	17	17	17	
ho25_44	1	372	372	372	372	
ho45_64	1	439	439	439	439	
ho65_over	1	154	154	154	154	
HH_w0	1	203	203	203	203	
HH_w1	1	372	372	372	372	
HH_w2	1	292	292	292	292	
HH_w3	1	115	115	115	115	
K12	1	683	683	683	683	
COLLEGE	1	0	0	0	0	
median	1	65736	65736	65736	65736	
[HO<$25k]	1	181	181	181	181	
median25k	1	25986	25986	25986	25986	
[$25k<HO<$50k]	1	425	425	425	425	
median25_50	1	56637	56637	56637	56637	
[$50k<HO<$100k]	1	342	342	342	342	
median50_100	1	92652	92652	92652	92652	
[HO>$100k]	1	35	35	35	35	
median_100	1	185639	185639	185639	185639	
LINC_WRK	1	728	728	728	728	
MINC_WRK	1	493	493	493	493	
HINC_WRK	1	117	117	117	117	
Tot_emp	1	2147	2147	2147	2147	
TotLow_emp	1	1671	1671	1671	1671	
TotMed_emp	1	308	308	308	308	
TotHig_emp	1	168	168	168	168	
Ag_emp	1	3	3	3	3	
Const_emp	1	310	310	310	310	
Manu_emp	1	50	50	50	50	
Whole_emp	1	28	28	28	28	
Ret_emp	1	434	434	434	434	
Trans_emp	1	84	84	84	84	
Infor_emp	1	44	44	44	44	
FIRE_emp	1	47	47	47	47	
Prof_emp	1	254	254	254	254	
Educ_emp	1	405	405	405	405	
ArtEnt_emp	1	420	420	420	420	
OthSer_emp	1	47	47	47	47	
PubAdm_emp	1	21	21	21	21	
DailyPark	1	0	0	0	0	
HourlyPark	1	0	0	0	0	
CBD	1	0	0	0	0	
RSA	1	47	47	47	47	
HB_VMT	1	50359.0234	50359.0234	50359.0234	50359.0234	
VMT_Cap	1	13.34721	13.34721	13.34721	13.34721	

2040 Cumulative

Field	Count	Sum	Minimum	Maximum	Mean	Std. Dev.
[seq #]	1	3333	3333	3333	3333	
TAZ_ID	1	404190213	404190213	404190213	404190213	
District	1	4	4	4	4	
District2	1	4	4	4	4	
POP	1	4073	4073	4073	4073	
RES	1	4072	4072	4072	4072	
HH	1	1080	1080	1080	1080	
GN	1	0	0	0	0	
HHSize_1	1	162	162	162	162	
HHSize_2	1	143	143	143	143	
HHSize_3	1	148	148	148	148	
HHSize_4plus	1	627	627	627	627	
HHSize_4E	1	718	718	718	718	
age5_17	1	837	837	837	837	
age18_24	1	424	424	424	424	
age16_64	1	2603	2603	2603	2603	
age65_over	1	498	498	498	498	
ho18_24	1	18	18	18	18	
ho25_44	1	443	443	443	443	
ho45_64	1	390	390	390	390	
ho65_over	1	229	229	229	229	
HH_w0	1	214	214	214	214	
HH_w1	1	389	389	389	389	
HH_w2	1	324	324	324	324	
HH_w3	1	153	153	153	153	
K12	1	864	864	864	864	
COLLEGE	1	0	0	0	0	
median	1	63722	63722	63722	63722	
[HO<$25k]	1	221	221	221	221	
median25k	1	22166	22166	22166	22166	
[$25k<HO<$50k]	1	467	467	467	467	
median25_50	1	56004	56004	56004	56004	
[$50k<HO<$100k]	1	344	344	344	344	
median50_100	1	95736	95736	95736	95736	
[HO>$100k]	1	48	48	48	48	
median_100	1	188960	188960	188960	188960	
LINC_WRK	1	868	868	868	868	
MINC_WRK	1	535	535	535	535	
HINC_WRK	1	134	134	134	134	
Tot_emp	1	3052	3052	3052	3052	
TotLow_emp	1	2308	2308	2308	2308	
TotMed_emp	1	468	468	468	468	
TotHig_emp	1	276	276	276	276	
Ag_emp	1	10	10	10	10	
Const_emp	1	456	456	456	456	
Manu_emp	1	62	62	62	62	
Whole_emp	1	43	43	43	43	
Ret_emp	1	500	500	500	500	
Trans_emp	1	104	104	104	104	
Infor_emp	1	58	58	58	58	
FIRE_emp	1	77	77	77	77	
Prof_emp	1	368	368	368	368	
Educ_emp	1	675	675	675	675	
ArtEnt_emp	1	552	552	552	552	
OthSer_emp	1	102	102	102	102	
PubAdm_emp	1	45	45	45	45	
DailyPark	1	0	0	0	0	
HourlyPark	1	0	0	0	0	
CBD	1	0	0	0	0	
RSA	1	47	47	47	47	
City_POP	1	125061	125061	125061	125061	
CIty_HB_VMT	1	1466781.2	1466781.2	1466781.2	1466781.2	
City_HB_VMT_Cap	1	11.728526	11.728526	11.728526	11.728526	

2040 Cumulative With Project

Field	Count	Sum	Minimum	Maximum	Mean	Std. Dev.
[seq #]	1	3333	3333	3333	3333	
TAZ_ID	1	404190213	404190213	404190213	404190213	
District	1	4	4	4	4	
District2	1	4	4	4	4	
POP	1	4461	4461	4461	4461	
RES	1	4460	4460	4460	4460	
HH	1	1183	1183	1183	1183	
GN	1	0	0	0	0	
HHSize_1	1	177	177	177	177	
HHSize_2	1	157	157	157	157	
HHSize_3	1	162	162	162	162	
HHSize_4plus	1	687	687	687	687	
HHSize_4E	1	786	786	786	786	
age5_17	1	858	858	858	858	
age18_24	1	435	435	435	435	
age16_64	1	2669	2669	2669	2669	
age65_over	1	511	511	511	511	
ho18_24	1	20	20	20	20	
ho25_44	1	485	485	485	485	
ho45_64	1	427	427	427	427	
ho65_over	1	251	251	251	251	
HH_w0	1	234	234	234	234	
HH_w1	1	426	426	426	426	
HH_w2	1	355	355	355	355	
HH_w3	1	168	168	168	168	
K12	1	864	864	864	864	
COLLEGE	1	0	0	0	0	
median	1	63722	63722	63722	63722	
[HO<$25k]	1	242	242	242	242	
median25k	1	22166	22166	22166	22166	
[$25k<HO<$50k]	1	512	512	512	512	
median25_50	1	56004	56004	56004	56004	
[$50k<HO<$100k]	1	377	377	377	377	
median50_100	1	95736	95736	95736	95736	
[HO>$100k]	1	53	53	53	53	
median_100	1	188960	188960	188960	188960	
LINC_WRK	1	951	951	951	951	
MINC_WRK	1	586	586	586	586	
HINC_WRK	1	147	147	147	147	
Tot_emp	1	3052	3052	3052	3052	
TotLow_emp	1	2308	2308	2308	2308	
TotMed_emp	1	468	468	468	468	
TotHig_emp	1	276	276	276	276	
Ag_emp	1	10	10	10	10	
Const_emp	1	456	456	456	456	
Manu_emp	1	62	62	62	62	
Whole_emp	1	43	43	43	43	
Ret_emp	1	500	500	500	500	
Trans_emp	1	104	104	104	104	
Infor_emp	1	58	58	58	58	
FIRE_emp	1	77	77	77	77	
Prof_emp	1	368	368	368	368	
Educ_emp	1	675	675	675	675	
ArtEnt_emp	1	552	552	552	552	
OthSer_emp	1	102	102	102	102	
PubAdm_emp	1	45	45	45	45	
DailyPark	1	0	0	0	0	
HourlyPark	1	0	0	0	0	
CBD	1	0	0	0	0	
RSA	1	47	47	47	47	
HB_VMT	1	55906.4453	55906.4453	55906.4453	55906.4453	
VMT_Cap	1	12.532267	12.532267	12.532267	12.532267	