

Appendix F  
**Transportation Assessment  
Report**



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**TRANSPORTATION ASSESSMENT REPORT**  
**IRWINDALE HOUSING ELEMENT AND**  
**GENERAL PLAN UPDATE**  
Irwindale, California  
March 31, 2025

*Prepared for:*

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### APPENDIX

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**TRANSPORTATION ASSESSMENT REPORT**  
**IRWINDALE HOUSING ELEMENT AND GENERAL PLAN UPDATE**

City of Irwindale, California  
March 31, 2025

## **1.0 INTRODUCTION**

### **1.1 Transportation Assessment Overview**

This transportation assessment report has been prepared to identify and evaluate the potential transportation impacts of the proposed City of Irwindale Housing Element and General Plan Update (“proposed project”). The City of Irwindale is located within the San Gabriel Valley of the County of Los Angeles. The surrounding jurisdictions include Duarte to the north, Azusa to the east, Baldwin Park to the south, and Monrovia and Arcadia to the west. The general vicinity is shown in *Figure 1-1*.

The transportation assessment follows the City of Irwindale *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*<sup>1</sup> (“Guidelines”). The Guidelines are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the Guidelines identify vehicle miles traveled (VMT) as the primary metric for evaluating a project’s transportation impacts.

This assessment report (i) presents the proposed project’s location and potential future development, (ii) forecasts project-generated traffic, (iii) presents a CEQA assessment of project-related VMT, and (iv) recommends transportation network improvement measures, where necessary.

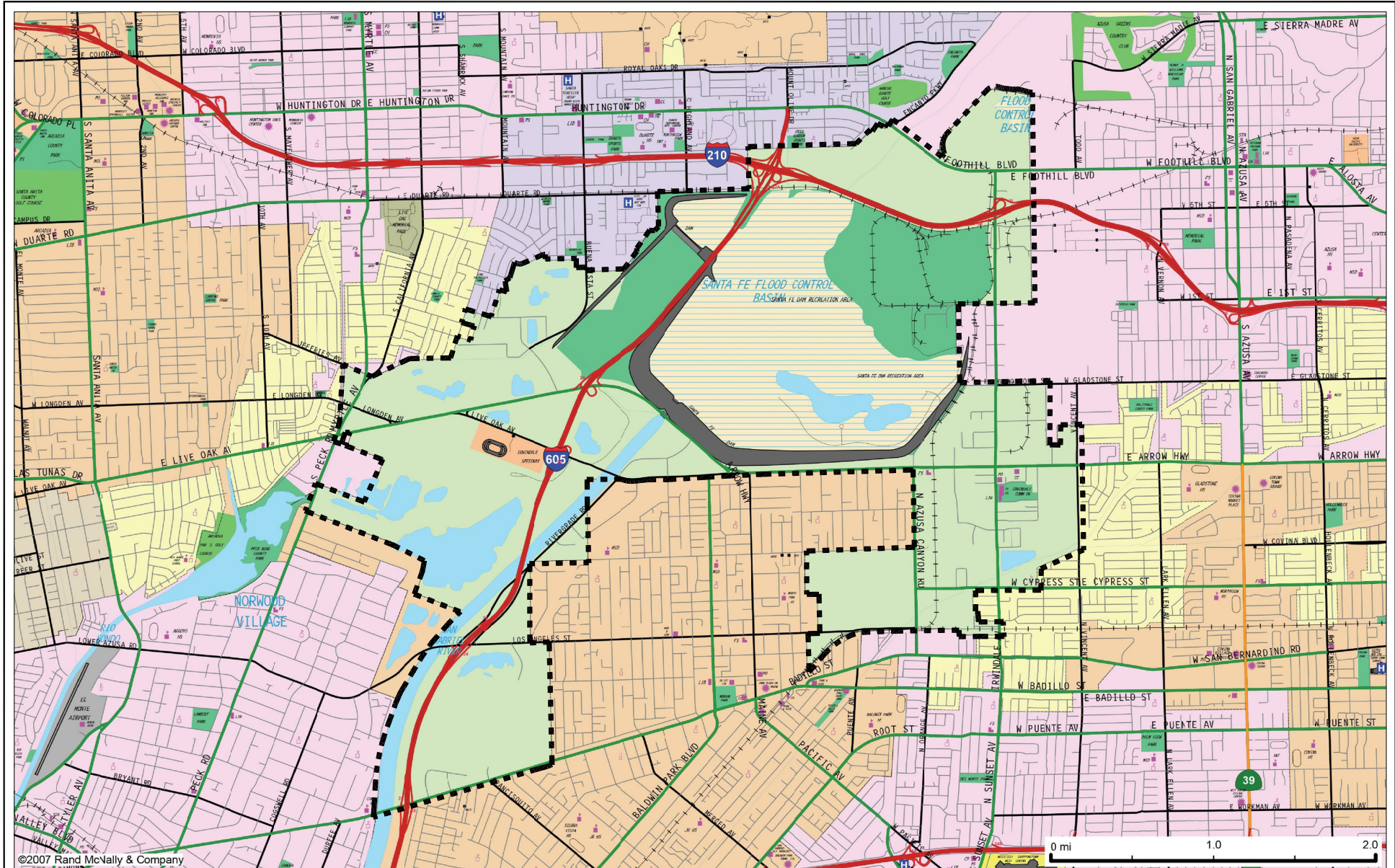
### **1.2 Study Methodology**

The CEQA review for this transportation assessment was determined based on the City’s Guidelines, the proposed project description and location, and the characteristics of the surrounding transportation system. Based on the City’s adoption of Resolution CC 2020-56 and the City’s new guidelines regarding the VMT thresholds of significance for the purposes of analyzing transportation impacts under CEQA, the proposed project’s VMT is evaluated herein against these thresholds. These thresholds are also consistent with the recommended screening criteria contained in the State of California Governor’s Office of Planning and Research (OPR)’s 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA*<sup>2</sup>.

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<sup>1</sup> *City of Irwindale Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, 2021.

<sup>2</sup> *Technical Advisory on Evaluating Transportation Impacts in CEQA*, State of California Governor’s Office of Planning and Research, December 2018.



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Figure 1-1  
Regional Vicinity Map

## 2.0 PROJECT DESCRIPTION

### 2.1 Project Location

The Project comprises a total of 21 parcels within five (5) Housing Sites (Sites 1, 2, 3, 4 and 5) consisting of approximately 125 acres located throughout the City. The 21 parcels within the five Housing Sites are referred to as the Project Site. The proposed Housing Sites and Parcels are illustrated in *Figure 2-1*.

Regional access to the Project Site is provided via Interstate 210 (I-210) Freeway to the north, Interstate 10 (I-10) Freeway to the south, and Interstate 210 (I-210) Freeway to the west. Local access to/from the Housing Sites is provided via various local, collector, and secondary and primary arterial roadways throughout the City.

### 2.2 Existing Project Conditions

The existing site conditions associated with the five Housing Sites consist of vacant land and developed lots, which generally comprise of commercial uses, asphalt surface parking lots, and landscaping and trees. The existing general plan designations for the 21 parcels within the five Housing Sites consist of Industrial/Business Park. The existing zoning classifications for the 21 parcels within the five Housing Sites consist of A1 (Agricultural), RII (Reliance II Specific Plan), and M2 (Heavy Manufacturing). The existing general plan designations and zoning classifications for each of the five Housing Sites are provided in *Table 2-1*.

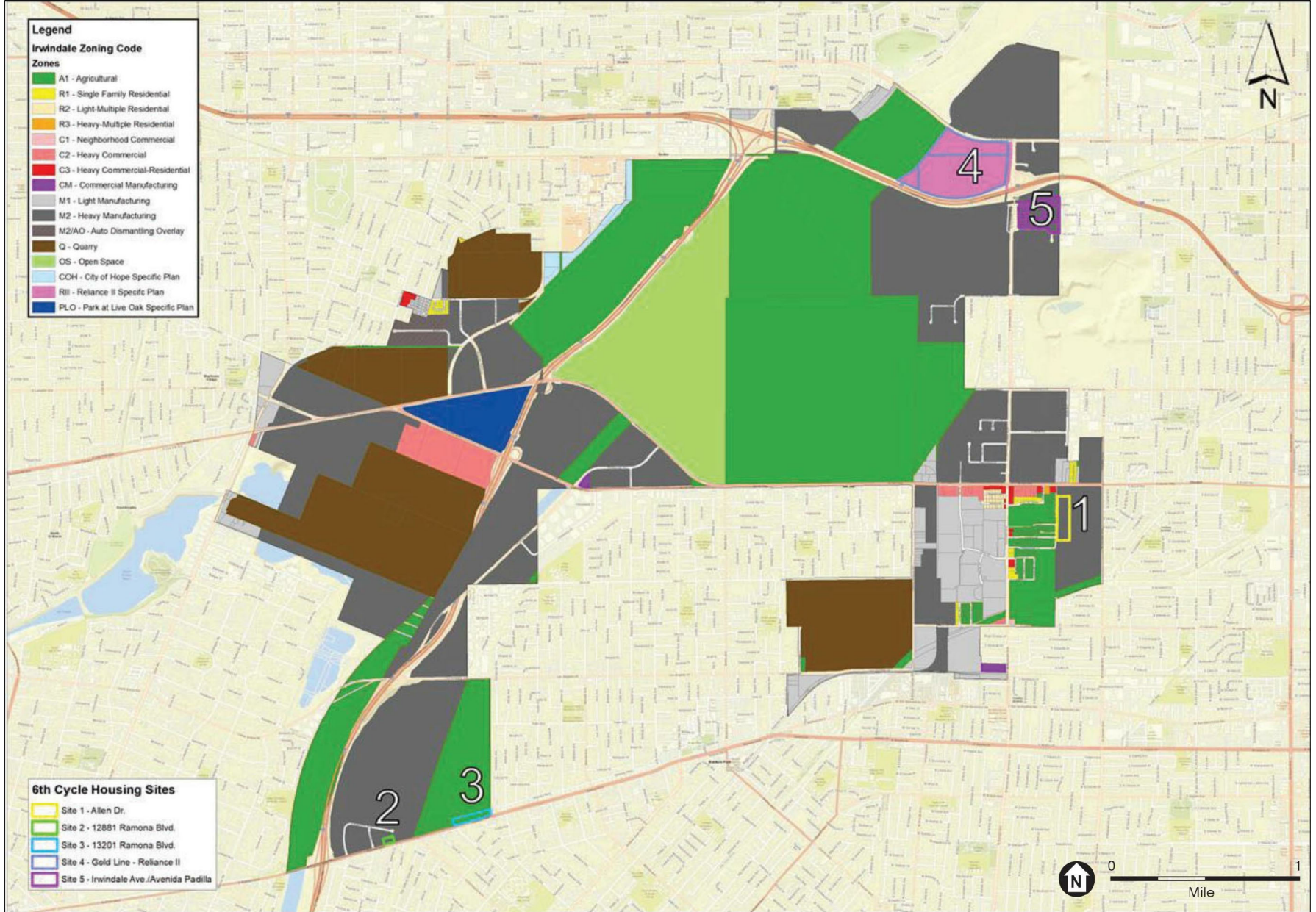
### 2.3 Proposed Project Description

State law requires every city and county in California to have an adopted comprehensive long-range general plan with specific contents in order to provide a vision for the jurisdiction's future and informs local decisions about land use and development. The City of Irwindale's (City) current General Plan was adopted in June 2008 and consists of six elements: Community Development Element, Housing Element, Infrastructure Element, Resource Management Element, Public Safety Element, and the Implementation Element. State law (Government Code Section 65588) requires the City to update its Housing Element every eight years to implement the City's assigned Regional Housing Needs Allocation (RHNA) for the next planning cycle.

The Southern California Association of Governments (SCAG) Regional Council adopted the Connect SoCal plan (also referred to as the 2020–2045 RTP/SCS) on September 3, 2020. For SCAG member jurisdictions, the 6th Cycle Housing Element planning period extends from 2021 to 2029. As part of Connect SoCal, SCAG assigns a number of housing units that the County of Los Angeles (County) is required to plan for in the 8-year Housing Element cycle. The number of residential units, known as the Regional Housing Needs Allocation (RHNA), is broken down by income category, ensuring that all economic groups are accommodated. The County then assigns residential unit amounts to its jurisdictions based on a regional housing production target set by the California Department of Housing and Community Development (HCD). This assignment of residential units is referred to as each jurisdiction's RHNA.



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MAP SOURCE: CITY OF IRWINDALE, 2023



Figure 2-1  
Proposed Housing Site Locations

**Table 2-1  
GENERAL PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS BY HOUSING SITE**

SITE	GENERAL PLAN DESIGNATION [1]	ZONING CLASSIFICATION [1]
Site 1	Industrial/Business Park	M2 (Heavy Manufacturing)
Site 2	Industrial/Business Park	M2 (Heavy Manufacturing)
Site 3	Quarry Overlay	A1 (Agricultural)
Site 4	Specific Plan	RII (Reliance II Specific Plan)
Site 5	Industrial/Business Park	M2 (Heavy Manufacturing)

[1] Sources: Environmental Science Associates and City of Irwindale 2021-2029 Housing Element Revised Draft, September 2024.

For the 2021–2029 housing cycle, Los Angeles County has been assigned a RHNA of 812,060 housing units, with Irwindale receiving an allocation of 119 units. With the proposed updates to the Housing Element, the City must demonstrate that the land inventory (also referred to as the housing sites inventory) is adequate to accommodate the City’s share of the region’s projected housing needs. Since the City would not be able to fully accommodate its 6<sup>th</sup> cycle RHNA with the identified housing sites’ existing zoning, the Housing Element also includes a program to redesignate and rezone candidate sites for residential development via new residential development overlay zones.

As stated previously, the Project comprises a total of 21 parcels within five (5) Housing Sites (Sites 1, 2, 3, 4 and 5) consisting of approximately 125 acres located throughout the City. The capacity identified for the rezoned candidate sites totals 279 units. It should be noted that there are no specific development projects proposed for consideration at this time and any future projects will have to go through the City’s review and approval process. A summary of each Housing Site parcel designation, acreage, and potential number of future dwelling units is provided in **Table 2-2**.

## **2.4 Project Trip Generation**

### **2.4.1 Project Trip Generation Forecast**

Traffic trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Trip generation rates provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*<sup>3</sup> were utilized to forecast project traffic generation for the proposed project. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the proposed project:

- ITE Land Use Code 210: Single-Family Detached Housing
- ITE Land Use Code 221: Multi-Family Housing [Mid-Rise]
- ITE Land Use Code 223: Affordable Housing

The trip generation forecast for the proposed project is summarized in **Table 2-3**. As presented in **Table 2-3**, the proposed project is expected to generate 151 vehicle trips (38 inbound trips and 113 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 180 vehicle trips (111 inbound trips and 69 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 1,868 daily trip ends during a typical weekday (934 inbound trips and 934 outbound trips). The above trip generation forecast is considered very conservative in that no specific vehicle trip generation credits have been applied to the forecast to account for any existing and occupied land uses that may potentially be demolished as part of any future entitlement application associated with the Housing Sites.

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<sup>3</sup> Institute of Transportation Engineers *Trip Generation Manual*, 11<sup>th</sup> Edition, Washington, D.C., 2021.

**Table 2-2  
POTENTIAL DWELLING UNITS BY HOUSING SITE**

Site	Number of Parcels	Proposed Acreage	Potential Dwelling Units [a]
1	1	10	120
2	1	1.0	21
3	1	4.0	8
4	3	1.0	21
5	15	2.0	3
<b>TOTAL</b>	<b>21</b>	<b>18</b>	<b>173</b>

[a] Source: City of Irwindale 2021-2029 Housing Element, Revised Draft, September 2024.

**Table 2-3  
TRIP GENERATION [1]**

PROJECT AREA/ LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Site 1</b> Single-Family Residential [3]	120 DU	1,132	21	63	84	71	42	113
<b>Site 2</b> Affordable Housing [4]	21 DU	101	3	8	11	6	4	10
<b>Site 3</b> Multi-Family Residential [5]	84 DU	381	7	24	31	20	13	33
<b>Site 4</b> Affordable Housing [4]	21 DU	101	3	8	11	6	4	10
<b>Site 5</b> Multi-Family Residential [5]	22 DU	100	2	6	8	5	4	9
Affordable Housing [4]	11 DU	53	2	4	6	3	2	5
<b>TOTAL</b>	<b>279 DU</b>	<b>1,868</b>	<b>38</b>	<b>113</b>	<b>151</b>	<b>111</b>	<b>69</b>	<b>180</b>

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

- Daily Trip Rate: 9.43 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.70 trips/dwelling units; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.94 trips/dwelling units; 63% inbound/37% outbound

[4] ITE Land Use Code 223 (Affordable Housing) trip generation average rates.

- Daily Trip Rate: 4.81 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling units; 29% inbound/71% outbound
- PM Peak Hour Trip Rate: 0.46 trips/dwelling units; 59% inbound/41% outbound

[5] ITE Land Use Code 221 (Multifamily Housing Mid-Rise [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 4.54 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.37 trips/dwelling units; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.39 trips/dwelling units; 61% inbound/39% outbound

### 3.0 VEHICLE MILES TRAVELED ANALYSIS

The State of California Governor’s Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance finalized in December 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and are now in effect.

The City of Irwindale is a member agency of the San Gabriel Valley Council of Governments (SGVCOG). The SGVCOG undertook the SGVCOG SB 743 Implementation Study to assist with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis for its member agencies. As part of the SGVCOG SB 743 Implementation Study, a VMT Evaluation Tool was developed, which is a web-based tool that can be used for VMT screening and mitigation recommendation.

As a member agency of the SGVCOG, the City of Irwindale utilized the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA compliance. The City of Irwindale has adopted VMT as the metric for determining environmental impacts and released its *Transportation Study Guidelines on Vehicle Miles Traveled and Level of Service Assessment*, dated 2021. The guidelines outline the steps for complying with the new CEQA VMT analysis. The guidelines have established screening criteria pertaining to project trip generation forecasts, project land use types (i.e., local serving retail, affordable housing, etc.), proximity to transit, and locality within a low VMT-generating area. The guidelines provide the following three (3) types of potential screening criteria that may be applied to screen projects from project-level assessment:

- Transit Priority Area Screening
- Low VMT-generating Area Screening
- Project Type Screening

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts.

#### 3.1 Transit Priority Area Screening

Projects located within a Transit Priority Area (TPA) may be presumed to have a less than significant impact. A TPA is defined as one-half mile area of either an existing major transit stop<sup>4</sup>

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<sup>4</sup> Pub. Resources Code 21064.3: Major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

or an existing stop along a high-quality transit corridor<sup>5</sup>. Development projects that are located within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease VMTs in the project area compared to existing conditions may be considered to have a less than significant transportation impact. However, according to the City’s guidelines, the presumption might not be appropriate if the project:

- Has a floor area ratio of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction;
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the Lead Agency with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

### **3.2 Low VMT Area Screening**

As outlined in the City’s guidelines, residential and office development projects located within a low VMT-generating area may be presumed to have a less than significant impact absent any substantial evidence to the contrary. Other employment-related and mixed-use land use projects may also qualify for the screening if the project can reasonably be expected to generate VMT per resident, per worker or per service population that is similar to the existing land uses in the low VMT-generating area.

If the proposed project is residential, the project is considered screened out if it is located within the Low VMT areas of the “Home-Based VMT per Capita.” Alternatively, if the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the “Total Daily VMT per Service Population.”

### **3.3 Project Type Screening**

Some project types have been identified in the City’s guidelines as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers

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<sup>5</sup> Pub. Resources Code 21155: A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Student housing projects on or adjacent to a college campus
- Other local-serving uses as approved by the City Traffic Engineer
- Projects generating less than 110 daily vehicle trips<sup>6, 7</sup>
  - This generally corresponds to the following “typical” development potentials:
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 sq. ft. of office
    - 15,000 sq. ft. of light industrial<sup>8</sup>
    - 63,000 sq. ft. of warehousing<sup>6</sup>
    - 79,000 sq. ft. of high cube transload and short-term storage warehouse

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<sup>6</sup> Note that a redevelopment project replacing an existing use would estimate the net increase in trips above trips what already exists.

<sup>7</sup> 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, subd.(e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

<sup>8</sup> This number was estimated using rates from ITE’s Trip Generation Manual. Some industrial and warehousing tenants may generate traffic differently than what is documented in ITE. In these cases, documentation of the project generating less than 110 daily trips will be required for review and approval by the City Traffic Engineer.



Local serving retail projects with a total square footage 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. Any project that uses the designation of “local-serving” should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new “demand” for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

### **3.4 Impact Criteria and Methodology**

As outlined in the City’s guidelines, a significant project-generated VMT impact could occur if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds -15% below the existing City baseline VMT per service population, or
2. The baseline project-generated VMT per home-based trip per resident or VMT per home-based work trip per employee exceeds 15% below the existing City baseline.

The City’s residential VMT baseline is 25.82 VMT per capita. Therefore, the threshold of 15 percent below the baseline residential VMT is 21.95 VMT per capita. A significant transportation impact could result if the project VMT were to exceed 21.95 VMT per capita.

### **3.5 Transportation Demand Management Measures**

The VMT expected to be generated by each Housing Site was forecast using the SGVCOG VMT Evaluation Tool. The SGVCOG VMT Evaluation Tool is designed to assist in screening and estimating project-generated VMT for certain types of land use projects in the San Gabriel Valley region and calculating VMT reductions associated with certain VMT-reducing measures. The SGVCOG VMT Evaluation Tool utilizes the Southern California Association of Governments Regional Travel Demand Model (SCAG RTDM).

The SGVCOG VMT Evaluation Tool estimates the effectiveness of potential VMT reduction strategies in addition to estimating whether a development project exceeds the VMT thresholds. Strategies are built into the VMT Evaluation Tool, covering several categories including parking, transit, education and encouragement, commute trip reductions, shared mobility, bicycle infrastructure, and neighborhood enhancements. These strategies address the potential VMT reductions available due to certain types of project site modifications, programming, and operational changes which are collectively known as Transportation Demand Management (TDM) strategies. The effectiveness of each strategy is primarily based on research documented in the *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing*

*Health and Equity (CAPCOA, 2021)*<sup>9</sup>. The VMT Evaluation Tool utilizes the methodology provided in the CAPCOA document directly. A detailed review of the TDM strategies included in the VMT Evaluation Tool, including the definitions, benefits, and applicability of each measure, is presented in Attachment D to the City’s Guidelines, *VMT Reduction Strategies*.

### **3.6 Project VMT Analysis**

The potential VMT expected to be generated by each Housing Site was forecast using the SGVCOG VMT Evaluation Tool. It should be noted that the VMT Evaluation Tool was developed to analyze projects that have similar proposed land use type as either an existing or future land use within the Transportation Analysis Zone (TAZ).

A summary of the VMT assessment for each Housing Site is provided in **Table 3-1**. As shown in **Table 3-1**, all of the five Housing Sites meet the City’s screening criteria. The five Housing Sites satisfied the Transit Priority Area screening criteria and two of the five Housing Sites (Sites 2 and 4) also satisfied the Project Type screening criteria. As previously stated, proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. As Housing Sites 2 and 4 meet the Project Type screening criteria, Housing Sites 2 and 4 meet the condition to presume less than significant transportation impacts.

As noted previously, there are no specific development projects proposed for consideration at this time and any future projects will be subjected to the City’s formal review and approval process. While Housing Sites 1, 3, and 5 meet the Transit Priority Area screening criteria, the City’s Guidelines require additional screening criteria for projects within Transit Priority Areas and will need to be assessed at the time of formal review and approval. As such, due to the uncertainty of the potential development projects, it has been conservatively assumed that the project-level VMT impact forecast for Housing Sites 1, 3, and 5 could be significant. Upon submittal of project plans and with documentation of the assessment of the City’s additional screening criteria, the project VMT for Housing Sites 1, 3, and 5 could be less than significant. Copies of the detailed SGVCOG VMT Evaluation Tool reports for each Housing Site are contained in **Appendix A**.

### **3.7 Summary of Cumulative VMT Analysis**

As stated in the City’s Guidelines, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government’s (SCAG’s) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG

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<sup>9</sup> *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, California Air Pollution Control Officers Association (CAPCOA), 2021.

**Table 3-1  
VMT ASSESSMENT SUMMARY**

PROJECT AREA	SCREENING SUMMARY [1]			HOME BASED VMT PER CAPITA [6]
	Inside TPA	Low VMT	Project Type	
Site 1	Yes [2]			23.0
Site 2	Yes [2]		Yes [4]	25.09
Site 3	Yes [2]			25.09
Site 4	Yes [3]		Yes [4]	30.37
Site 5	Yes [3]			28.79

[1] Sources: San Gabriel Valley Council of Governments' VMT Evaluation Tool, Connect SoCal 2024, Southern California Association of Governments, 2024, and City of Irwindale Transportation Study Guidelines for Vehicles Miles Traveled and Level of Service Assessment, 2021.

[2] Site is located within 0.50 miles of a High Quality Transit Corridor.

[3] Site is located within 0.50 miles of a Major Transit Stop.

[4] Site is planned for 100% affordable housing development.

[5] The City's residential VMT threshold is 21.95 VMT per capita.

reduction goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's Guidelines, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS. The City's Guidelines also note that projects which do demonstrate VMT impacts through application of efficiency-based thresholds, and which are deemed inconsistent with the RTP/SCS, could contribute toward a significant cumulative impact on VMT. Based on the Project-related VMT analysis provided previously, Housing Sites 2 and 4 falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS. Housing Sites 1, 3, and 5 meet the Transit Priority Area screening criteria; however, because the City's Guidelines require additional screening criteria for projects within Transit Priority Areas and there is no specific development projects proposed for consideration at this time, the additional screening criteria will need to be assessed at the time of formal review and approval. Therefore, prior to assessment of the City's additional screening criteria, Housing Sites 1, 3, and 5 could contribute to significant VMT impacts that are cumulatively considerable. However, with the documentation of the assessment of the City's additional screening criteria, the contribution of the Project, including Housing Sites 1, 3, and 5, to VMT impacts would be less than cumulatively considerable.

## 4.0 SUMMARY AND CONCLUSIONS

- **Project Description** – The City of Irwindale is in the process of updating the Housing Element of its current General Plan in accordance with State law to implement the City’s assigned Regional Housing Needs Allocation (RHNA) for the next planning cycle. The Housing Element also includes a program to redesignate and rezone candidate sites for residential development via new residential development overlay zones. The candidate sites comprises a total of 21 parcels within five (5) Housing Sites (Sites 1, 2, 3, 4 and 5) consisting of approximately 125 acres located throughout the City. The capacity identified for the rezoned candidate sites totals 279 units.
- **Project Trip Generation** – The proposed project is expected to generate 151 vehicle trips (38 inbound trips and 113 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 180 vehicle trips (111 inbound trips and 69 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 1,868 daily trip ends during a typical weekday (934 inbound trips and 934 outbound trips). This trip generation forecast is considered very conservative in that no specific vehicle trip generation credits have been applied to the forecast to account for existing and occupied land uses that may be demolished as part of any future entitlement application.
- **VMT Analysis** – The five Housing Sites satisfied the Transit Priority Area screening criteria and two of the five Housing Sites (Sites 2 and 4) also satisfied the Project Type screening criteria. As Housing Sites 2 and 4 meet the Project Type screening criteria, Housing Sites 2 and 4 meet the condition to presume less than significant transportation impacts. . As noted previously, there are no specific development projects proposed for consideration at this time and any future projects will be subjected to the City’s formal review and approval process. While Housing Sites 1, 3, and 5 meet the Transit Priority Area screening criteria, the City’s Guidelines require additional screening criteria for projects within Transit Priority Areas and will need to be assessed at the time of formal review and approval. As such, due to the uncertainty of the potential development projects, it has been conservatively assumed that the project-level VMT impact forecast for Housing Sites 1, 3, and 5 could be significant. Upon submittal of project plans and with documentation of the assessment of the City’s additional screening criteria, the project VMT for Housing Sites 1, 3, and 5 could be less than significant. Further, with the documentation of the assessment of the City’s additional screening criteria, the contribution of the Project, including Housing Sites 1, 3, and 5, to VMT impacts would be less than cumulatively considerable.

## **APPENDIX A**

### **SGVCOG VMT ESTIMATION TOOL WORKSHEETS**

## Project Details

Timestamp of Analysis	February 19, 2025, 04:32:34 PM
Project Name	Irwindale HE
Project Description	Site 1

## Project Location Map

jurisdiction:	APN	TAZ
Irwindale	8417034912	22307100



## Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

## Project Land Use

<b>Residential:</b>	
Single Family DU:	120
Multifamily DU:	0
<b>Total DUs:</b>	<b>120</b>

<b>Non-Residential:</b>	
Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

<b>Residential Affordability (percent of all units):</b>	
Low Income:	0%

<b>Parking:</b>	
Motor Vehicle Parking:	0
Bicycle Parking:	0

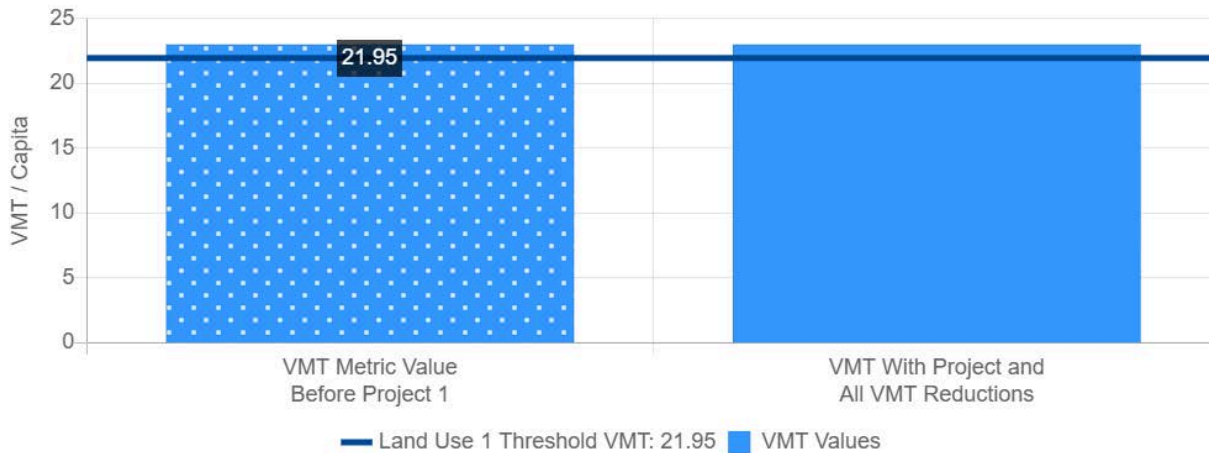
## Proximity Transit Screening

Inside a transit priority area?	Yes
---------------------------------	-----

## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	25.82
VMT Threshold Description / Threshold Value	-15% / 21.95

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	23.00	23.00
Screening Results	Yes (Pass)	Yes (Pass)





# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	Not Selected
Residential density of project development (du/acre)	-
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

# SGVCOG VMT Evaluation Tool Report



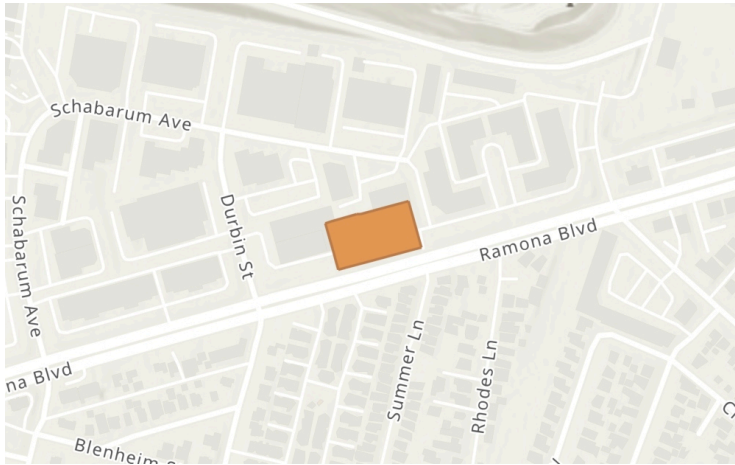
INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

## Project Details

Timestamp of Analysis	February 19, 2025, 04:46:41 PM
Project Name	Irwindale HE
Project Description	Site 2

## Project Location Map

jurisdiction:	APN	TAZ
Irwindale	8546031082	22263100



## Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

## Project Land Use

<b>Residential:</b>	
Single Family DU:	0
Multifamily DU:	21
<b>Total DUs:</b>	<b>21</b>

<b>Non-Residential:</b>	
Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

<b>Residential Affordability (percent of all units):</b>	
Low Income:	100 %

<b>Parking:</b>	
Motor Vehicle Parking:	0
Bicycle Parking:	0

## Proximity Transit Screening

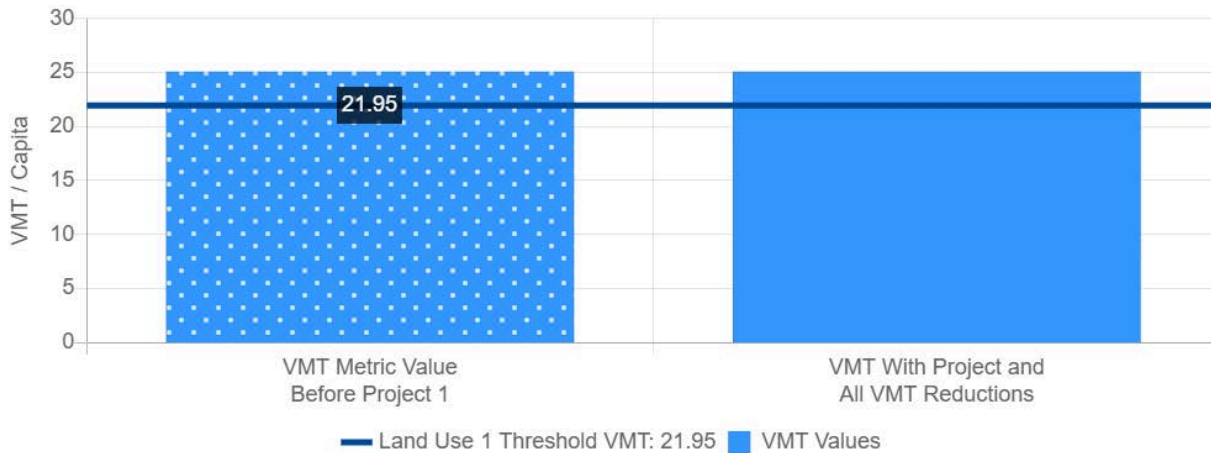
Inside a transit priority area?	Yes
---------------------------------	-----



## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	25.82
VMT Threshold Description / Threshold Value	-15% / 21.95

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	25.09	25.09
Screening Results	Yes (Pass)	Yes (Pass)



# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	Not Selected
Residential density of project development (du/acre)	-
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

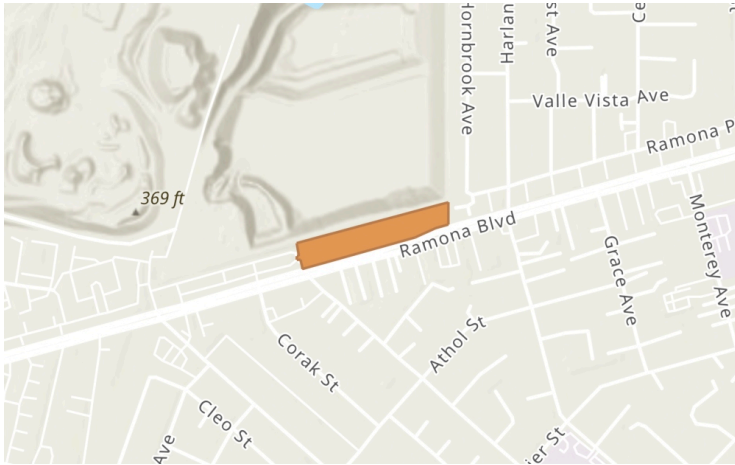


## Project Details

Timestamp of Analysis	February 19, 2025, 04:48:54 PM
Project Name	Irwindale HE
Project Description	Site 3

## Project Location Map

jurisdiction: Irwindale	APN	TAZ
	8546002088	22263100



## Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

## Project Land Use

<b>Residential:</b>	
Single Family DU:	0
Multifamily DU:	84
<b>Total DUs:</b>	<b>84</b>

<b>Non-Residential:</b>	
Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

<b>Residential Affordability (percent of all units):</b>	
Low Income:	0 %

<b>Parking:</b>	
Motor Vehicle Parking:	0
Bicycle Parking:	0

## Proximity Transit Screening

Inside a transit priority area?	Yes
---------------------------------	-----

## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	25.82
VMT Threshold Description / Threshold Value	-15% / 21.95

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	25.09	25.09
Screening Results	Yes (Pass)	Yes (Pass)



# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	Not Selected
Residential density of project development (du/acre)	-
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-



# SGVCOG VMT Evaluation Tool Report



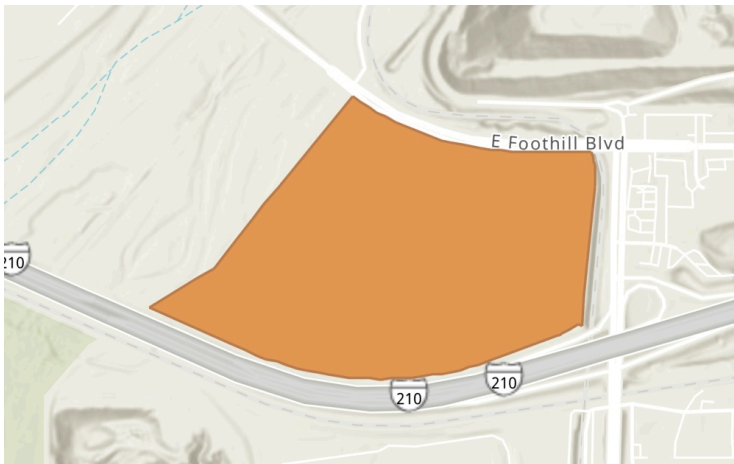
INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

## Project Details

Timestamp of Analysis	February 19, 2025, 04:51:46 PM
Project Name	Irwindale HE
Project Description	Site 4

## Project Location Map

jurisdiction:	APN	TAZ
Irwindale	8604019001	22303100
	8604019003	22303100
	8604019010	22303100



## Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

## Project Land Use

<b>Residential:</b>	
Single Family DU:	0
Multifamily DU:	21
<b>Total DUs:</b>	<b>21</b>

<b>Non-Residential:</b>	
Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

<b>Residential Affordability (percent of all units):</b>	
Low Income:	100 %

<b>Parking:</b>	
Motor Vehicle Parking:	0
Bicycle Parking:	0

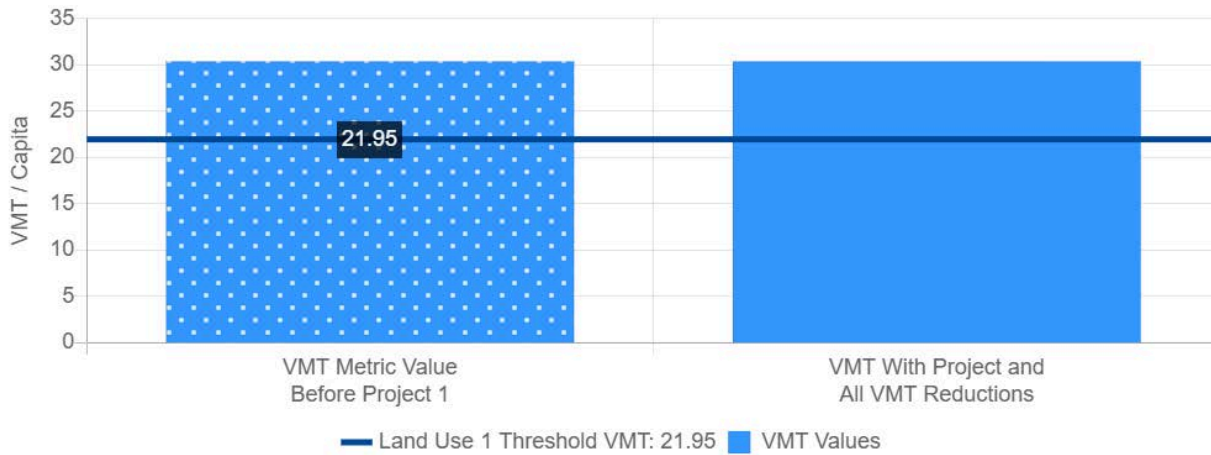
## Proximity Transit Screening

Inside a transit priority area?	Yes
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## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	25.82
VMT Threshold Description / Threshold Value	-15% / 21.95

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	30.37	30.37
Screening Results	Yes (Pass)	Yes (Pass)



# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	Not Selected
Residential density of project development (du/acre)	-
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-



Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

# SGVCOG VMT Evaluation Tool Report



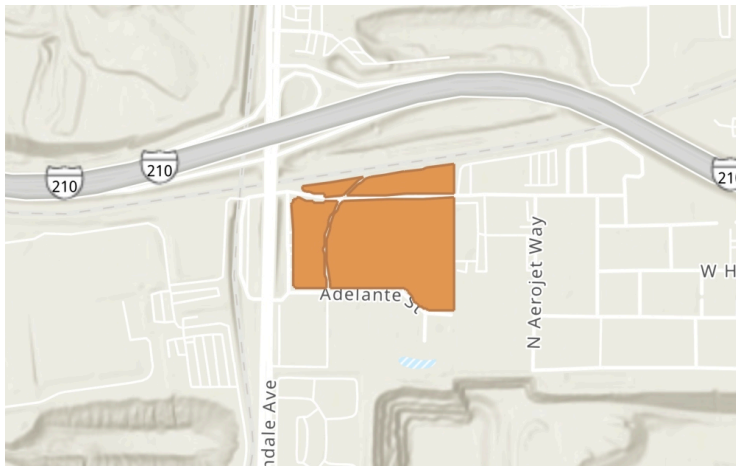
INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

## Project Details

Timestamp of Analysis	February 19, 2025, 05:10:43 PM
Project Name	Irwindale HE
Project Description	Site 5

## Project Location Map

jurisdiction:	APN	TAZ	APN	TAZ
Irwindale	8615001072	22281100	8615021017	22281100
	8615001047	22281100	8615021018	22281100
	8615001063	22281100	8615021013	22281100
	8615001049	22281100	8615021011	22281100
	8615001050	22281100	8615021015	22281100
	8615021005	22281100		
	8615021012	22281100		
	8615021006	22281100		
	8615021007	22281100		
	8615021008	22281100		



## Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

## Project Land Use

Residential:	
Single Family DU:	0
Multifamily DU:	33
<b>Total DUs:</b>	<b>33</b>

## Non-Residential:

Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

## Residential Affordability (percent of all units):

Low Income:	33 %
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## Parking:

Motor Vehicle Parking:	0
Bicycle Parking:	0

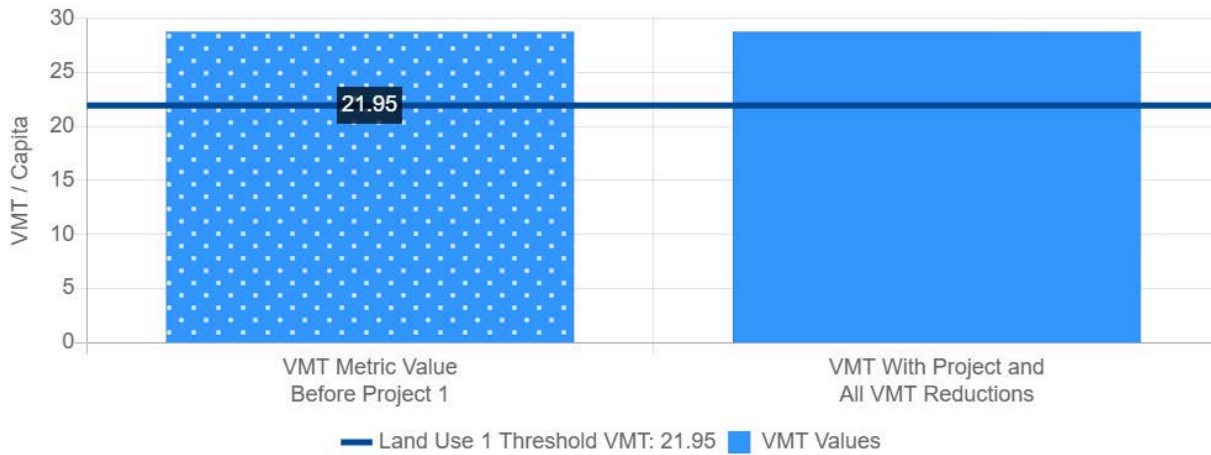
## Proximity Transit Screening

Inside a transit priority area?	Yes
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## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	25.82
VMT Threshold Description / Threshold Value	-15% / 21.95

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	28.79	28.79
Screening Results	Yes (Pass)	Yes (Pass)



# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	Not Selected
Residential density of project development (du/acre)	-
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-



# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

