Appendix G
Vehicle Miles Traveled (VMT) Analysis
(Available for review at City Hall)

MEMORANDUM

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DATE: January 22, 2025
TO: Nicole Sauviat Criste, Terra Nova Planning & Research, Inc.
FROM: John Kain, AICP and Marlie Whiteman, PE, Urban Crossroads, Inc.
JOB NO: 16053-03 VMT

BEL AIR GREENS VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for Bel Air Greens (**Project**), which is located at Mesquite Avenue, between Compadre Road and El Cielo Road, in the City of Palm Springs.

PROJECT OVERVIEW

The project consists of 74 single family dwelling units. Multiple (5) access points to the Project are anticipated along the future extension of Mesquite Avenue, between Compadre Road and El Cielo Road (see Exhibit A).

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Palm Springs adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in their City of Palm Springs Traffic Impact Analysis Guidelines (July 2020) (**City Guidelines**) (1). The adopted City Guidelines were used to prepare this VMT analysis.

VMT SCREENING

City Guidelines states that a project may have a less than significant impact and screen out of requiring a project level VMT analysis if it meets at least one of the City's VMT screening steps. The City's adopted VMT screening steps are described in Table 1 along with a determination of each screening step's applicability to the Project.

The project does not meet applicable screening criteria. As required by City Guidelines a project level VMT analysis has been prepared.

VMT ANALYSIS

City Guidelines state that the Riverside County Model (**RIVCOM**) is the preferred tool for conducting VMT analysis for land use projects in the City of Palm Springs. RIVCOM version 4.0.1 is the most current sub-regional modeling tool for the Coachella Valley.

TABLE 1: SCREENING FOR LAND USE PROJECTS EXEMPT FROM VMT ANALYSIS

Screening Steps	Description	Result
1. Transit Priority (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.	Does not meet.
2. Low VMT Area Screening	Land use projects located within a low VMT generating zone that 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 area are presumed to have a less than significant VMT impact.	Does not meet.
3. Project Type Screening	Residential projects of 11 single family homes or fewer or projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.	Does not meet.

RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle type.

VMT ANALYSIS METHODOLOGY

For the purposes of this analysis, Project generated VMT has been estimated using the Origin/Destination method and Boundary method. Consistent with City Guidelines, VMT has been presented as total VMT and VMT per service population (i.e., population and employees). Total VMT represents all VMT generated by the Project on a typical weekday. VMT per service population is an efficiency metric representing total VMT generated on a typical weekday per person who lives within the Project or travels to the Project for another purpose.

ORIGIN/DESTINATION VMT METHOD

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip-end in the study area (i.e., Project boundary or City boundary) and tracks those trips to their origin or destination. Origins are all vehicle trips that start in a specific traffic analysis zone, while destinations are all vehicle trips that end in a specific traffic analysis zone. The OD method accounts for all trips (i.e., both passenger cars and trucks) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT.

BOUNDARY VMT METHOD

The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or other designated geographic area). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City VMT Guidelines, the City of Palm Springs was used as the boundary for this assessment.

CITY OF PALM SPRINGS VMT IMPACT CRITERIA

City Guidelines state that for purposes of determining a potentially significant impact to transportation pursuant to CEQA, a project would result in a significant project-generated impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds the City of Palm Springs General Plan Buildout VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds the City of Palm Springs General Plan Buildout VMT per service population.

Additionally, the project's effect on VMT would be considered significant if it results in either of the following conditions to be satisfied:

1. The baseline link-level boundary VMT per service population within the City boundary to increase under the plus project condition compared to the no project condition.
2. The cumulative link-level boundary VMT per service population within the City boundary to increase under the plus project condition compared to the no project condition.

To make an impact determination, the City of Palm Springs's average VMT per service population was calculated using the RIVCOM model for the General Plan Buildout. Table 2 presents the resulting City of Palm Springs's General Plan Buildout VMT per service population.

TABLE 2: CITY OF PALM SPRINGS GENERAL PLAN BUILDOUT VMT PER SERVICE POPULATION

	Buildout
Service Population	103,440
VMT	3,812,573
VMT per Service Population	36.86

As shown in Table 2, the City of Palm Springs's General Plan Buildout VMT per service population has been calculated as **36.86**.

PROJECT VMT ESTIMATES

To estimate OD Project generated VMT, standard land use information such as building square footage and dwelling units must first be converted into a RIVCOM compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, and employment) for the purposes of vehicle trip estimation. Table 3 summarizes the SED inputs used to represent the Project. Project SED data was then coded into the appropriate TAZ. The Project effect on VMT was performed using boundary VMT within the City of Palm Springs.

TABLE 3: PROJECT POPULATION ESTIMATE

Land Use	Quantity	Conversion Factor	Estimated SED
Residential	74 DU	1.98 people per household[1]	147 Population

The VMT estimates calculated for the Project are presented in Tables 4 and 5. As shown in Table 4, the proposed Project is forecast to generate OD VMT per service population below the City's adopted impact threshold for baseline and cumulative traffic conditions.

TABLE 4: PROJECT GENERATED VMT

	Baseline	Cumulative
Service Population	147	147
Total OD VMT	5,321	4,477
OD VMT per Service Population	36.20	30.46
City Threshold	36.86	36.86
Potentially Significant?	No	No

Table 5 presents boundary VMT and boundary VMT per service population estimates for the baseline and cumulative conditions. The boundary VMT per service population is found to decrease in the With Project scenario under the baseline and cumulative conditions. Therefore, the Project's Cumulative Effect on VMT is considered less than significant as the boundary VMT per service population decreased within the City Boundary in the With Project scenario. Attachment 1 contains the VMT data.

TABLE 5: BOUNDARY VMT

	Baseline		Cumulative	
Cumulative	No Project	With Project	No Project	With Project
Service Population	80,200	80,337	110,282	110,429
Boundary VMT	1,002,442	1,003,404	1,392,714	1,393,921
VMT per Service Population	12.50	12.49	12.63	12.62
Change in VMT per Service Population	-0.01		-0.01	

[1] Population Density Factor was obtained from the Palm Springs General Plan Housing Element (see Table 3-2, Housing Trends, 2010-2018, Page 7).

REDUCTION OF POTENTIAL VMT / SP

Design elements to enhance walkability and connectivity could potentially reduce Project VMT / SP. VMT reduction strategies that would potentially have beneficial VMT effects are presented below. The Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021) provides information on individual measures for potential reduction in VMT.

CAPCOA transportation measures applicable to the Project include:

- T-17 Improve Street Connectivity (Land Use Subsector at Plan/Community Scale) – VMT reduction can be achieved by a project that is designed with improved street connectivity to shorten vehicle trips, and the Project VMT per capita could potentially be reduced with the extension of Mesquite Avenue from Compadre Road to El Cielo Road.
- T-18 Provide Pedestrian Network Improvement (Neighborhood Design Subsector at Plan/Community Scale) – By increasing sidewalk coverage to improve pedestrian access along Mesquite Avenue from Compadre Road to El Cielo Road, the Project VMT per capita could potentially be reduced.
- T-19-A Construct or Improve Bike Facility (Neighborhood Design Subsector at Plan/Community Scale) – Constructing a new bike lane facility that connects between Compadre Road to El Cielo Road encourages a mode shift to bicycles and therefore decreases VMT, with a potential reduction in Project VMT per capita (also taking into consideration construction of adjacent CV Link facility).

The reduction for the Plan/Community scale can be combined, based on multiplication of the reductions. The above Project connectivity measures could improve overall transportation system efficiency, based upon the cumulative benefit of Project design features which include the extension of Mesquite Avenue from Compadre Road to El Cielo Road.

CONCLUSION

Based on the results of this analysis the following findings are made:

- The Project was evaluated against screening criteria as outlined in the City Guidelines and was not found to meet any available screening criteria, and a VMT analysis was performed.
- Based on the baseline and cumulative boundary method, the Project reduces the VMT / Service Population within the City of Palm Springs.
- For baseline and cumulative future conditions, the Project VMT / Service Population is below the City VMT impact threshold.
- The Project provides pedestrian, bicycle, and roadway connectivity improvements that could potentially reduce the VMT / Service Population (SP).

If you have any questions, please contact us directly at jkain@urbanxroads.com for John or mwhiteman@urbanxroads.com for Marlie.

EXHIBIT A: PRELIMINARY SITE PLAN

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REFERENCES

1. **City of Palm Springs.** *Transportation Impact Analysis Guidlines.* July 2020.

Attachment 1: RIVCOM Output

TABLE 1-1: 2018 RIVCOM OUTPUTS

TAZ	1787
Daily_Home-Based (incl. IEHB) Prod VMT	4241.711
Daily_HBW (incl. EIHBW) Attr VMT	0
Daily_Total Auto OD From VMT	2771.238
Daily_Total Auto OD To VMT	2478.657
Daily_Total Auto OD Intra VMT	2.258166
Daily_Total Truck OD From VMT	35.47284
Daily_Total Truck OD To VMT	35.66245
Daily_Total Truck OD Intra VMT	0.005105
Daily_Total OD From VMT	2806.711
Daily_Total OD To VMT	2514.319
Daily_Total OD Intra VMT	2.263271
Daily_Total_TripLen	9.049246
Population	147
Employment	0
Enrollment	0

TABLE 1-2: 2045 RIVCOM OUTPUTS

TAZ	1787
Daily_Home-Based (incl. IEHB) Prod VMT	3464.548
Daily_HBW (incl. EIHBW) Attr VMT	0
Daily_Total Auto OD From VMT	2298.169
Daily_Total Auto OD To VMT	2118.055
Daily_Total Auto OD Intra VMT	2.210104
Daily_Total Truck OD From VMT	30.43551
Daily_Total Truck OD To VMT	30.77949
Daily_Total Truck OD Intra VMT	0.006745
Daily_Total OD From VMT	2328.604
Daily_Total OD To VMT	2148.835
Daily_Total OD Intra VMT	2.216849
Daily_Total_TripLen	9.695518
Population	147
Employment	0
Enrollment	0

2018 NP

Period	Facility Type	Vehicle VMT	Truck VMT	Total VMT	Vehicle Volume	Truck Volume	Total Volume
OP	CC	27888.93415	1977.581362	29866.51552	111557.7926	6941.939422	118499.732
OP	Collector	49306.66269	3095.477234	52402.13992	239299.8239	14316.83276	253616.6567
OP	Freeway	113380.475	24892.64615	138273.1212	91064.01806	20790.16866	111854.1867
OP	HOV	0	0	0	0	0	0
OP	Local	1902.030836	64.943255	1966.974092	18659.27605	639.434749	19298.7108
OP	MinArterial	96586.04871	6441.651342	103027.7	481789.0188	31330.49002	513119.5088
OP	PrArterial	112831.5884	9331.146801	122162.7352	466135.0173	37179.92719	503314.9445
OP	Ramp	3102.793305	303.716576	3406.509881	13862.5576	1415.675711	15278.23331
OP	Total	404998.5331	46107.16272	451105.6958	1422367.504	112614.4685	1534981.973
AM	CC	14655.8212	484.132604	15139.95381	57630.59155	1695.822708	59326.41426
AM	Collector	27929.37121	734.54514	28663.91635	125966.294	3295.985094	129262.2791
AM	Freeway	66948.402	10259.98632	77208.38832	54716.3262	8659.919384	63376.24558
AM	HOV	0	0	0	0	0	0
AM	Local	1106.257391	16.486336	1122.743728	9666.741437	145.355899	9812.097336
AM	MinArterial	52494.52073	1484.369108	53978.88984	256570.7382	7132.785386	263703.5236
AM	PrArterial	64196.78653	2024.023947	66220.81048	261669.3891	8460.64512	270130.0343
AM	Ramp	1387.835805	50.704803	1438.540608	6964.253112	234.886099	7199.139211
AM	Total	228718.9949	15054.24826	243773.2431	773184.3336	29625.39969	802809.7333
PM	CC	18258.68273	515.043634	18773.72637	72020.63237	1811.370272	73832.00264
PM	Collector	33972.50894	768.369575	34740.87852	161046.216	3539.658212	164585.8743
PM	Freeway	88227.91262	13669.54737	101897.46	73016.21413	11535.67031	84551.88444
PM	HOV	0	0	0	0	0	0
PM	Local	1373.892089	17.552788	1391.444877	12493.93412	155.702124	12649.63624
PM	MinArterial	65820.17292	1610.394131	67430.56705	322623.2398	7726.94079	330350.1806
PM	PrArterial	79420.18579	2195.020313	81615.20611	319411.6395	9043.400439	328455.0399
PM	Ramp	1647.776516	66.146433	1713.922949	7403.654469	294.666797	7698.321266
PM	Total	288721.1316	18842.07425	307563.2059	968015.5303	34107.40894	1002122.939
Daily	Total	922438.6596	80003.48523	1002442.145	3163567.368	176347.2771	3339914.645

2018 WP

Period	Facility Type	Vehicle VMT	Truck VMT	Total VMT	Vehicle Volume	Truck Volume	Total Volume
OP	CC	27780.18502	1974.998249	29755.18327	111616.4434	6945.089859	118561.5333
OP	Collector	49459.48702	3103.923005	52563.41002	239634.8298	14339.16235	253973.9921
OP	Freeway	113418.303	24895.46999	138313.773	91111.84277	20793.62494	111905.4677
OP	HOV	0	0	0	0	0	0
OP	Local	1900.818427	64.845012	1965.663439	18687.99808	641.960138	19329.95822
OP	MinArterial	96780.03351	6442.164038	103222.1975	483163.3566	31348.9113	514512.2679
OP	PrArterial	112930.9807	9336.760755	122267.7414	466892.4932	37221.75507	504114.2483
OP	Ramp	3094.229587	303.07108	3397.300667	13852.91972	1414.525189	15267.44491
OP	Total	405364.0372	46121.23213	451485.2694	1424959.884	112705.0289	1537664.912
AM	CC	14599.45971	483.51796	15082.97767	57674.18623	1696.553801	59370.74003
AM	Collector	28018.55566	735.53708	28754.09274	126322.3827	3298.702187	129621.0849
AM	Freeway	66940.4211	10260.83815	77201.25924	54710.83095	8660.597684	63371.42864
AM	HOV	0	0	0	0	0	0
AM	Local	1106.206127	16.4705	1122.676627	9667.189307	145.330533	9812.51984
AM	MinArterial	52706.26781	1484.894983	54191.16279	257811.0717	7137.945125	264949.0168
AM	PrArterial	64258.70708	2026.482477	66285.18956	261884.9277	8473.595514	270358.5233
AM	Ramp	1385.354118	50.494365	1435.848483	6947.22347	234.214038	7181.437507
AM	Total	229014.9716	15058.23551	244073.2071	775017.8121	29646.93888	804664.7509
PM	CC	18183.81264	514.407321	18698.21996	72070.27748	1812.270979	73882.54846
PM	Collector	34067.18816	770.376867	34837.56503	161219.6835	3544.949137	164764.6326
PM	Freeway	88203.82587	13668.36963	101872.1955	73009.07211	11534.7014	84543.77351
PM	HOV	0	0	0	0	0	0
PM	Local	1373.780126	17.548661	1391.328787	12493.35419	155.699015	12649.0532
PM	MinArterial	65991.88441	1611.522274	67603.40668	323794.2742	7735.86281	331530.137
PM	PrArterial	79533.60921	2196.507451	81730.11666	319809.4489	9051.590091	328861.039
PM	Ramp	1646.156666	66.187511	1712.344177	7392.720632	294.807899	7687.528532
PM	Total	289000.2571	18844.91972	307845.1768	969788.831	34129.88133	1003918.712
Daily	Total	923379.2659	80024.38736	1003403.653	3169766.527	176481.8491	3346248.376

2045 NP

Period	Facility Type	Vehicle VMT	Truck VMT	Total VMT	Vehicle Volume	Truck Volume	Total Volume
OP	CC	35489.24738	2933.216871	38422.46425	141358.1812	9180.512977	150538.6942
OP	Collector	51023.02129	3129.481042	54152.50233	262310.0449	15514.82174	277824.8667
OP	Freeway	162527.0961	33095.23456	195622.3307	131273.6317	27570.68017	158844.3119
OP	HOV	0	0	0	0	0	0
OP	Local	2842.169139	106.475954	2948.645093	19432.93129	678.774443	20111.70573
OP	MinArterial	143177.0166	9219.844204	152396.8608	665791.792	41913.35305	707705.1451
OP	PrArterial	170579.259	13661.43767	184240.6967	530868.2496	41157.84421	572026.0938
OP	Ramp	4283.287405	446.537671	4729.825076	18151.51647	2006.48681	20158.00328
OP	Total	569921.0969	62592.22797	632513.3248	1769186.347	138022.4734	1907208.821
AM	CC	19370.06326	711.259018	20081.32228	75162.48426	2211.305118	77373.78938
AM	Collector	31504.85087	743.993658	32248.84453	145778.4442	3526.609049	149305.0532
AM	Freeway	87735.12638	13232.14578	100967.2722	72414.71768	11162.27659	83576.99427
AM	HOV	0	0	0	0	0	0
AM	Local	1742.279211	26.997088	1769.276299	10937.86983	161.00795	11098.87778
AM	MinArterial	82993.73409	2235.282352	85229.01645	379563.3805	9985.834296	389549.2148
AM	PrArterial	93553.14319	2583.503826	96136.64701	295690.771	8500.175027	304190.9461
AM	Ramp	1909.770298	68.048649	1977.818947	8212.699697	303.035572	8515.735269
AM	Total	318808.9673	19601.23038	338410.1977	987760.3672	35850.2436	1023610.611
PM	CC	23831.70449	749.005331	24580.70982	92791.30683	2345.445082	95136.75191
PM	Collector	39190.77536	800.140951	39990.91631	184021.3244	3782.453504	187803.7779
PM	Freeway	114776.9039	17437.56608	132214.47	94272.46152	14715.30514	108987.7667
PM	HOV	0	0	0	0	0	0
PM	Local	2102.895125	28.620065	2131.51519	13126.25702	174.032297	13300.28931
PM	MinArterial	101539.8267	2363.667338	103903.4941	465809.5488	10562.53889	476372.0877
PM	PrArterial	114150.9427	2817.004763	116967.9475	359470.1519	9198.198883	368668.3508
PM	Ramp	1922.616785	79.0888	2001.705586	8239.461359	335.318138	8574.779497
PM	Total	397515.6651	24275.09333	421790.7584	1217730.512	41113.29193	1258843.804
Daily	Total	1286245.729	106468.5517	1392714.281	3974677.226	214986.0089	4189663.235

2045 WP

Period	Facility Type	Vehicle VMT	Truck VMT	Total VMT	Vehicle Volume	Truck Volume	Total Volume
OP	CC	35365.34985	2930.512924	38295.86277	141468.3806	9184.685131	150653.0657
OP	Collector	51833.34408	3164.377727	54997.72181	265332.9331	15646.05874	280978.9918
OP	Freeway	162436.2852	33085.29957	195521.5847	131190.775	27561.82101	158752.596
OP	HOV	0	0	0	0	0	0
OP	Local	2843.690674	106.599871	2950.290545	19434.30231	678.732548	20113.03486
OP	MinArterial	144184.0609	9237.539897	153421.6008	670205.9167	41992.94768	712198.8644
OP	PrArterial	169479.6584	13622.85083	183102.5092	525702.9131	40990.76175	566693.6748
OP	Ramp	4282.505369	446.468031	4728.9734	18149.20736	2006.220644	20155.428
OP	Total	570424.8945	62593.64885	633018.5433	1771484.428	138061.2275	1909545.656
AM	CC	19294.32333	710.940811	20005.26414	75213.89603	2213.983432	77427.87946
AM	Collector	31988.08262	754.558197	32742.64082	147529.1712	3563.804094	151092.9753
AM	Freeway	87826.05913	13231.15114	101057.2103	72494.28457	11161.47707	83655.76164
AM	HOV	0	0	0	0	0	0
AM	Local	1742.255283	27.011257	1769.26654	10938.23909	161.083856	11099.32295
AM	MinArterial	83452.35887	2235.194659	85687.55353	381750.269	9996.852054	391747.1211
AM	PrArterial	93023.08495	2581.598645	95604.68359	293165.4404	8492.345856	301657.7863
AM	Ramp	1905.602943	68.062072	1973.665016	8200.056818	302.925706	8502.982524
AM	Total	319231.7671	19608.51678	338840.2839	989291.3571	35892.47207	1025183.829
PM	CC	23734.08896	748.322704	24482.41166	92851.73055	2347.029866	95198.76042
PM	Collector	39752.69995	808.71221	40561.41216	186139.2937	3816.025528	189955.3192
PM	Freeway	114736.9872	17436.21851	132173.2057	94239.74685	14714.08849	108953.8353
PM	HOV	0	0	0	0	0	0
PM	Local	2101.920094	28.603155	2130.523249	13125.28005	174.07144	13299.35149
PM	MinArterial	102091.2551	2365.951625	104457.2068	468416.205	10581.18465	478997.3897
PM	PrArterial	113449.1627	2809.217513	116258.3802	356351.1869	9169.357562	365520.5445
PM	Ramp	1920.135469	79.019687	1999.155156	8231.527941	335.259445	8566.787386
PM	Total	397786.2494	24276.0454	422062.2948	1219354.971	41137.01698	1260491.988
Daily	Total	1287442.911	106478.211	1393921.122	3980130.756	215090.7166	4195221.473

TAZ	Daily_Total OD From VMT	Daily_Total OD To VMT	Population	Employment
1692	1810.39856	1785.899902	115	8
1693	47703.60156	48975.21484	1663	1137
1694	2090.766113	2260.119873	13	72
1695	704.944702	621.428284	27	0
1696	3774.288574	4111.373535	13	129
1697	61502.99219	66982.55469	739	1996
1698	74481.90625	78998.14844	2186	2058
1699	2046.514404	2133.263184	12	40
1700	83.754478	80.813797	2	0
1701	1684.674805	1890.817505	0	71
1702	45729.39453	50127.80469	61	1361
1703	31338.69922	33055.12109	0	1118
1704	10040.62891	10718.41699	45	450
1705	11511.66406	11874.96875	536	218
1706	11008.56836	12035.70606	0	411
1707	47742.71484	50028.35156	2011	944
1708	44037.40625	44769.70313	2678	639
1709	20752.41406	21345.06055	531	536
1710	853.843628	696.516479	21	0
1711	7101.11084	6125.048828	343	5
1712	43549.11719	45226.19531	1425	1013
1713	48332.86719	52074	920	1035
1714	25030.61328	24972.55273	1115	375
1715	14378.8291	14695.14063	666	272
1716	5832.140625	5589.663086	483	12
1717	4175.362793	4011.827148	298	28
1718	21856.52344	20781.60938	1853	34
1719	45889.1875	46810.67969	2496	722
1720	40550.17578	40955.67188	2204	546
1721	28.161837	41.342777	0	0
1722	920.666809	983.457642	24	24
1723	12414.1377	12454.9668	682	132
1724	19659.49609	20383.35547	994	288
1725	72264.42969	73862.19531	3237	1761
1726	11443.48731	12621.03906	0	528
1727	10092.44238	9644.759766	957	7
1728	851.405762	893.550842	4	23
1729	8667.526367	9153.483398	0	220
1730	6306.706055	5959.344727	299	4
1731	3498.043457	3662.866699	0	101
1732	37022.94531	35581.86719	2551	127
1733	18480.38867	17620.05664	1354	43
1734	38980.125	36768.69531	2740	79

TAZ	Daily_Total OD From VMT	Daily_Total OD To VMT	Population	Employment
1735	5366.31543	5221.852539	427	2
1736	5922.19043	5812.896973	434	8
1737	60113.27734	58668.13672	2790	498
1738	31139.1875	32485.15234	102	766
1739	7002.504883	6744.024414	530	14
1740	25364.93555	25742.25977	1121	298
1741	20870.75	21348.99609	813	298
1742	17457.71875	17476.76758	862	160
1743	80219.59375	89148.64844	633	2929
1744	11165.43359	10891.56836	702	30
1745	74.608063	95.839188	0	1
1746	3151.821289	3355.601563	0	135
1747	12618.22461	14481.05664	0	573
1748	6956.279297	6759.787598	585	3
1749	3167.424316	3147.435791	215	26
1750	19561.48633	21726.80078	0	649
1751	27.387014	40.138119	0	0
1752	4004.651611	4197.938965	0	121
1753	489.239807	528.922852	0	12
1754	16757.37109	18075.69727	226	490
1755	2729.95166	2741.587891	156	18
1756	3500.309082	3433.580078	285	2
1757	6881.844727	6786.271484	510	7
1758	28743.38477	29962.56445	1024	469
1759	17737.62109	17276.11328	1163	112
1760	7657.740234	7378.520508	421	62
1761	11158.44434	12388.92773	0	388
1762	15721.32715	17371.75977	65	558
1763	26363.64648	28641.09766	424	738
1764	8563.780273	8995.956055	463	170
1765	19504.60547	20546.94531	901	400
1766	13166.79297	14560.50684	158	470
1767	2270.630371	2436.855469	0	63
1768	21964.62109	22891.21094	793	435
1769	6636.633789	6553.612305	489	24
1770	13580.3457	14500.06836	226	322
1771	8583.793945	8736.082031	404	101
1772	2849.024414	3081.606689	21	129
1773	8886.004883	9822.15332	21	336
1774	46190.62891	49323.53516	124	1776
1775	18822.42578	20741.35938	51	658
1776	73466.4375	79717.57813	426	2664
1777	17379.19727	18723.89063	471	517

TAZ	Daily_Total OD From VMT	Daily_Total OD To VMT	Population	Employment
1778	27854.18359	30655.69922	36	1004
1779	25363.91406	25883.83398	1659	389
1780	11198.85645	11055.95703	823	68
1781	2396.647705	2691.111816	0	100
1782	19267.80859	21203.28125	289	785
1783	23383.42969	25266.80078	710	769
1784	14813.57813	15668.01172	596	392
1785	5696.470703	5815.60498	201	115
1786	3417.546875	3324.932617	304	9
1787	18375.06445	17748.72461	1460	47
1788	19198.92773	20928.41016	0	605
1789	8415.835938	8432.331055	503	95
1790	30625.76367	32022.55664	1067	644
1791	1145.148438	1101.294312	99	0
1792	25947.42969	27733.1543	658	680
PS	1,867,115	1,945,458	61,739	41,701
		3,812,573		103,440