College Area Community Plan Update

Vehicle Miles Traveled Analysis

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SD City Planning

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1.0 INTRODUCTION

1.0 Purpose of the Report

This Vehicle Miles Traveled (VMT) Analysis Technical Report serves to identify and document the potential California Environmental Quality Act (CEQA) transportation impacts related to VMT for the College Area Community Plan Update (CPU) (hereinafter referred to as the "College Area CPU" or the "Proposed Project") and to disclose if there are any new or more severe significant VMT impacts over and above those disclosed in the Final Program Environmental Impact Report (PEIR) for the Blueprint SD Initiative, Hillcrest Focused Plan Amendment, and University Community Plan Update (hereinafter referred to as the "Blueprint SD PEIR"). This VMT Analysis Technical Report will be used to support the analysis in the Final Addendum to the Blueprint SD PEIR for the College Area CPU (hereinafter referred to as the "College Area CPU Addendum").

This report has been prepared in accordance with the City of San Diego's (City's) compliance with Senate Bill (SB) 743 legislation specified by the Governor's Office of Land Use and Climate Innovation (LCI), formerly the Office of Planning and Research, and in accordance with the City's CEQA Significance Determination Thresholds. SB 743 removed vehicular delay, including Level of Service (LOS), as a metric for determining significant environmental impacts for transportation and replaced it with VMT as the primary measure of transportation impacts for CEQA. Operational analyses of the College Area CPU's proposed mobility network will be provided in separate reports and/or memorandums.

1.1 Report Organization

The remainder of this report is organized into the following sections:

- **2.0 Project Description** – Summarizes the Proposed Project's components.
- **3.0 Analysis Methodology** – Describes the methodologies and standards utilized to analyze the CEQA transportation impacts related to VMT for all scenarios.
- **4.0 Impact Analysis** – Discusses the VMT analysis and potential CEQA transportation impacts of the Proposed Project.

2.0 PROJECT DESCRIPTION

The project analyzed in this VMT Analysis Technical Report includes the College Area CPU and associated discretionary actions including, but not limited to, rezones and amendments to the City's Land Development Code (LDC). See Section II of the College Area CPU Addendum for a detailed project description.

2.1 Land Use

College Area Community Plan Update

The College Area CPU envisions opportunities for homes and commercial uses along transit corridors within villages and nodes and adjacent to San Diego State University (SDSU) to support walking/rolling, biking and riding transit to conduct daily activities, including work, school, shopping, and play.

The changes proposed in the College Area CPU land use plan address the demand for homes and jobs and reflect the extension of the Metropolitan Transit System (MTS) Green Line Trolley service to SDSU and further east since the last adopted community plan. The changes also reflect other existing and planned transit services. The proposed College Area CPU's land use map is depicted on Figure 4 of the College Area CPU Addendum.

Relation to Blueprint Model Run 2

As described in Section 3.1 of this report, Model Run 2 from the Blueprint SD PEIR is intended to serve as the middle range between Model Run 1 and Model Run 3 and it included more refined land uses to reflect current and planned Community Plan Updates including University, Uptown (per the Hillcrest Focused Plan Amendment), Clairemont and College Area. Since the adoption of the Blueprint SD Initiative, there were refinements to the proposed land uses for the College Area CPU as the Proposed Project developed. These refinements primarily included increased housing capacity in already identified Climate Smart Village Areas and along corridors with access to high frequency transit. Dwelling unit (DU) inputs for existing conditions, Model Run 2 and the Proposed Project are shown in Appendix B of this report.

Even with this increased capacity, the Model Run 2 results for the College Area CPU are applicable for the following reasons:

- Land uses in the Proposed Project are generally the same as those that were modeled in Model Run 2. Specifically, the Proposed Project would not introduce new land uses (or regional attractors) that would greatly shift travel patterns than those forecasted in Model Run 2.
- Increases in density are consistent with the land use framework identified in the Village Climate Goal Propensity Map, allowing for increases in density in locations near existing or planned transit infrastructure to support shifts in mode share and reductions in per capita VMT.
- The planned increase in housing capacity is not anticipated to result in each individual site developing to its maximum potential per the zoning (i.e. maximum amount of DUs) due to economics and site constraints, therefore the model is within the reasonable estimate of development potential.
- As further described in Section 4.1 of this report, the College Area CPU area is already VMT-efficient under baseline conditions and as the Proposed Project would intensify existing uses, it is expected that buildout per the College Area CPU would exhibit similar VMT efficiencies as the base year. Additionally, increases in intensity/density would result in improved VMT efficiency as

shown in Appendix J of the Blueprint SD PEIR, where Model Run 3 had higher VMT efficiency at a Citywide level than Model Run 1. The primary difference between Model Run 3 and Model Run 1 is that Model Run 3 included higher capacities than Model Run 1.

2.2 Mobility Network

The Blueprint SD Initiative's Model Runs 1, 2, and 3 used the planned regional mobility network/investments/policies from the San Diego Association of Governments (SANDAG) 2021 Regional Plan 2023 Amendment. Information on the proposed mobility network and multi-modal improvements for the College Area CPU are described in the Mobility Element of the College Area CPU and in Section II of the College Area CPU Addendum. The planned mobility system is depicted in Figure 5, *Planned Pedestrian Network*, Figure 6, *Planned Bicycle Network*, Figure 7, *Planned Street Classifications*, and Figure 8, *Planned Transit Network* of the College Area CPU Addendum. Operational analyses of the proposed mobility network for the College Area CPU will be provided in separate reports and/or memorandums.

3.0 ANALYSIS METHODOLOGY

This section describes the methodology for the CEQA VMT impact analysis that was prepared in accordance with the City's compliance with SB 743 and the CEQA review process.

3.1 Data Sources and Methods

Activity Based Model (ABM) Background

VMT data was obtained from SANDAG's Series 14 Activity Based Model (ABM2+). The ABM is a travel demand forecasting model that incorporates census data and travel surveys to inform the algorithms of the model's projections. It uses a simulated population based on existing and projected demographics to match residents to employment and forecasts the daily travel on the regional transportation network. In addition, the model is able to estimate the daily travel behavior of individuals in the simulated population, including origins, destinations, travel distances and mode choices. For the Proposed Project, SANDAG's 2016 Base Year forecast was used to determine the VMT metrics for residents and employees for the baseline condition.

The ABM is a complex travel demand model that can track the characteristics of each simulated traveler and can analyze the travel patterns for a wide area throughout an entire day. When simulating a person's travel patterns, the ABM takes into consideration a multitude of personal and household attributes to reflect the simulated population's forecasted movements from one place to another in a realistic manner. Each model run "scenario" can reflect a specific year, land use scenario, and/or transportation network. After an ABM scenario is constructed, it produces a loaded roadway network that provides projected daily vehicle volumes on each link in the network with additional reports on mode share, VMT and other transportation metrics that can be generated for analysis. Additional technical information on the SANDAG ABM can be found at: https://github.com/SANDAG/ABM/wiki.

Village Climate Goal Propensity Map

As part of the Blueprint SD Initiative (also referred to as the General Plan Refresh), the Village Climate Goal Propensity Map was developed (see Figure LU-1 of the General Plan Land Use and Community Planning Element) which serves as the basis for the land use framework in the General Plan and identifies areas throughout the City where future growth is anticipated to be focused. The Village Climate Goal Propensity Map assigns village propensity values throughout the City ranging from low to high (1 through 14). Areas with a village propensity value between 7 and 14 are identified as Climate Smart Village Areas. Future opportunities for homes and jobs are anticipated to be focused in these Climate Smart Village Areas as they have good access to homes, jobs, and mixed use-destinations; are in proximity to high-frequency transit services and would have competitive transit access to job centers based on the 2050 regional transportation network; and provide good connections between transit and destinations. For additional information on the Village Climate Goal Propensity Map and Climate Smart Village Areas see Chapter 3.0, Project Description, of the Blueprint SD PEIR.

For the Blueprint SD Initiative, a land use modeling effort was used to locate homes and jobs within areas near high frequency transit, with the goal of supporting a shift in mode share from single occupancy vehicles to other non-vehicular models of travel including walking/rolling, biking, and transit. Refer to Appendix J of the Blueprint SD PEIR for a description of the methodology used in the development of the Blueprint SD Initiative's Village Climate Goal Propensity Map.

Model Input Development

To evaluate the VMT impact that could potentially arise from the implementation of the Blueprint SD Initiative, the City worked with its transportation modeling consultant and SANDAG to develop model inputs that would best represent the future conditions which resulted in three modeling scenarios as described in Appendix J of the Blueprint SD PEIR. From these scenarios, SANDAG generated VMT reports that were used to determine the VMT impacts for the Blueprint SD Initiative. These reports are contained in Appendix J of the Blueprint SD PEIR.

To model the Blueprint SD Initiative within SANDAG's ABM2+, the proposed Village Climate Goal Propensity Map and Climate Smart Village Areas were converted into model inputs that are representative of the Blueprint SD Initiative. With its consultant, the City estimated the overall increased Citywide housing capacity that the Blueprint SD Initiative would allow, ranging from a low to a high intensity. The increased capacities were then distributed to the Climate Smart Village Areas. To evaluate the full effect of the Blueprint SD Initiative, two model runs were conducted to represent the low and high intensity capacities which are Model Run 1 and Model Run 3, respectively.

For the College Area CPU, a third model run, Model Run 2 was developed that was built off Model Run 1 with modifications which included the draft College Area CPU land uses.

The detailed methodology of how the model inputs were developed and summaries of the land use inputs citywide for Model Runs 1, 2 and 3 are provided in Appendix J of the Blueprint SD PEIR. More detailed land use inputs for modeling of the College Area CPU are provided in **Appendix A** of this report.

SB 743 VMT Reports

SANDAG extracts various transportation metrics from completed model runs via post processing methods. SB 743 VMT reports are based on the resident model of the ABM and do not account for VMT from other sources such as visitors/tourists or goods movement. The ABM can track the tours of all the projected residents of the region by purpose and calculate their daily VMT. The SB 743 VMT report focuses on two VMT efficiency metrics:

- VMT per capita represents the average amount of personal, non-commercial, vehicle travel made on an average weekday by each resident who lives within that geographic boundary. In practice this metric is typically applied to residential land use projects.
- VMT per employee represents the average amount of personal, non-commercial, vehicle travel made on an average weekday by each resident employee whose employment/work location is within that geographic boundary. In practice this metric is typically applied to commercial employment land use projects.

The VMT metrics can be reported on any specific geographic boundary within the region. For this project, the geographic boundaries used were:

- Region: San Diego Region
- City: City of San Diego
- Study Area: College Area Community Plan Area

Additional details on SANDAG SB 743 post-processing can be found here: https://sandag.maps.arcgis.com/sharing/rest/content/items/f85d3ffea0394f298af2462c9fbfe724/data

The SANDAG VMT reports utilized for the Proposed Project are provided in **Appendix C** of this report.

Modeling Scenarios

The SANDAG ABM was used to determine the Proposed Project's VMT. The proposed land uses and the SANDAG Regional Plan mobility network/investments/policies were inputs to the model to develop future travel forecasts and VMT. For the Proposed Project's VMT analysis the following modelling scenarios were utilized:

- Base Year (2016) – SANDAG ABM 2+, Scenario 458 for College Area VMT Baseline.
- City of San Diego Blueprint SD Initiative Model Run 2 (2050) – Incorporates land use modifications including the draft College Area CPU land uses with the proposed regional mobility network/investments/policies from the SANDAG 2021 Regional Plan 2023 Amendment.

Scenarios were modeled using the SANDAG ABM2+, Series 14 Regional Model and assume the SANDAG 2021 Regional Plan 2023 Amendment transportation network for 2050. For the Blueprint SD PEIR, Model Run 1 and Model Run 3 serve as the "low" and "high" residential land use scenarios, respectively, proposed by the Blueprint SD Initiative. The Citywide land uses for Model Run 2 fall between Model Runs 1 and 3 and incorporate land uses that closely match the College Area CPU. For additional information on the Blueprint SD Initiative Citywide modeling (i.e., Model Run 1 and Model Run 3), see Appendix J of the Blueprint SD PEIR.

For the purpose of this VMT Analysis Technical Report, a Plan-to-Ground analysis was conducted by comparing the Proposed Project to the Base Year (2016), which is representative of baseline conditions.

3.2 Determination of CEQA Transportation Impacts for VMT

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to fundamentally change transportation impact analysis under CEQA. The LCI published its latest recommended Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. This Technical Advisory provides recommendations on how to evaluate transportation impacts under SB 743. The LCI's guidance covers specific changes to the CEQA guidelines and recommends elimination of auto delay for CEQA purposes and the use of VMT as the preferred CEQA transportation metric.

VMT is positively correlated with growth and as the region is expected to grow, VMT is also expected to increase. How and where growth occurs plays a significant role in determining how much VMT will increase. Growth areas with the following characteristics are projected to be more VMT efficient: high quality transit service, a complete active transportation network, and complementary land use mixes.

Consistent with LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), the City updated the transportation thresholds in the City's CEQA Significance Determination Thresholds and adopted the Transportation Study Manual (TSM) in 2020 (updated in 2022) that requires the use of the following VMT metrics for determining the CEQA transportation impacts of land use projects:

- For residential uses, the recommended efficiency metric is Resident VMT per Capita;
- For employment uses, the recommended efficiency metric is Employee VMT per Employee.
- For retail uses, the recommended metric is a net change of total area VMT due to the nature of retail trips typically redistributing shopping trips rather than creating new trips.

From Table 3 of the TSM, Significance Thresholds for VMT Impacts by land use type are shown in **Table 3-1**.

Table 3-1: Significance Thresholds for VMT Impacts	
Land Use Type[1]	**Threshold for Determination of a Significant Transportation VMT Impact[2]**
Residential	15% below regional mean* VMT per Capita
Commercial Employment	15% below regional mean* VMT per Employee
Industrial and Agricultural Employment	Regional mean* VMT per Employee
Regional Retail	Zero net increase in total regional VMT[3]
Hotel	See Commercial Employment
Regional Recreational	See Regional Retail
Regional Public Facilities	See Regional Retail
Mixed-Use	Analyze each land use individually per above categories
Redevelopment	Apply the relevant threshold based on proposed land use (ignore the existing land use)
Transportation Projects	Zero net increase in total regional VMT[3]
[1] See TSM Appendix B for Specific Land Use Designations. [2] Projects that exceed these thresholds would have a significant impact. [3] The regional mean and total regional VMT are determined using the SANDAG Regional Travel Demand Model. The specific model version and model year will be identified by the Development Services Department's Transportation Development Section.	

While the metrics and thresholds in **Table 3-1**, Significance Thresholds for VMT Impacts, are appropriate at the project level, both LCI and the City recognize that for large land use plans such as the General Plan and Community Plans, proposed new residential, office and retail land uses should be considered in aggregate (LCI, 2018). Locally serving retail land uses are presumed to have a less than significant impact on VMT. However, it is not possible at the program level to isolate the components of citywide proposed retail land uses that may be regionally serving which may have a significant VMT impact from those that are locally serving and would be presumed to have a less than significant VMT impact. In addition, it is not possible to isolate the component of VMT attributable only to proposed retail land uses because net regional VMT changes referred to in **Table 3-1** and provided by the transportation forecasts include those caused by population and employment growth as well as proposed land use, transportation network, and policy changes. For retail land uses it is more appropriate to identify VMT impacts and potential mitigation measures at the project level.

Project-specific significance thresholds for the Proposed Project have been developed to guide the programmatic analysis for the Proposed Project.

Table 3-2: Project-Specific Significance Thresholds for VMT Impacts by Land Use[1]	
Land Use Type	**Threshold for Determination of a Significant Transportation VMT Impact**
Residential	15% below regional mean[2] VMT per Capita
Commercial Employment	15% below regional mean[2] VMT per Employee
Regional Retail	Net increase in total base year regional VMT[2]
[1] The thresholds included in this table are for the pertinent land use types of the Proposed Project. Other land use thresholds (e.g., hotel, institutional, mixed-use, etc.) have been excluded as those thresholds are more land use specific and for project-specific and are more appropriate for a project-level analysis. [2] The regional mean and total VMT are determined using the Base Year (2016) of the current version of the SANDAG Regional Travel Demand Model.	

The VMT thresholds provided in **Table 3-2** were developed based on SB 743 legislation, the City's TSM and

LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA, which covers specific changes to the CEQA Guidelines and contains LCI's technical recommendations related to the use of VMT as the preferred CEQA transportation metric. VMT per capita represents the average amount of personal, non-commercial, vehicle travel made on an average weekday by each resident who lives within that geographic boundary. VMT per employee represents the average amount of personal, non-commercial, vehicle travel made on an average weekday by each resident employee whose employment/work location is within that geographic boundary.

4.0 IMPACT ANALYSIS

This section presents the assessment of VMT impacts resulting from the Proposed Project.

4.1 Vehicle Miles Traveled – SB 743 Analysis

As described in Section 3 of this report, SANDAG's ABM2+ was used to determine the Proposed Project's VMT. The proposed land uses were inputs to the model with the proposed regional mobility network/investments/policies from the SANDAG 2021 Regional Plan 2023 Amendment used to develop future roadway volumes and VMT. VMT reports from the modeling scenarios by study area are contained in **Appendix C** of this report.

College Area Community Plan Update VMT Analysis

Residential and Employment VMT

Table 4-1 presents the College Area CPU's resident and employee VMT efficiency metrics for Base Year (2016) conditions, which is the best available data to represent existing conditions for VMT. Under Base Year conditions, the College Area CPU's VMT per Capita (Residents) is 83 percent and VMT per Employee (Employment) is 84 percent, which are below the significance thresholds of 85 percent of the regional means for both VMT per Capita and VMT per Employee. Therefore, based on the City's CEQA Significance Determination Thresholds, the College Area CPU would be screened out from performing additional VMT analysis and is presumed to have a less than significant VMT impact for both residential and commercial employment land uses.

The College Area CPU would not substantially change the existing land use types but would support additional capacity of the land uses already present in the community. It is assumed that additional development would retain the VMT efficiency the community is achieving in the base year and would become even more efficient as multi-modal improvements envisioned by the College Area CPU and Regional Plan are implemented. The presumption of less than significant is supported by LCI's SB 743 Technical Advisory[1] and the City's TSM for projects located in VMT efficient areas.

Table 4-1: Base Year VMT Metrics - College Area CPU

		2016 Base Year	
	2016 Regional Mean[1]	College Area Plan Area Mean[2]	Percent of 2016 Regional Mean
VMT per Capita (Residents)	19.1	15.9	83%
VMT per Employee (Employment)	19.1	16.1	84%

[1] Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186
[2] Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, TFIC SB 743 VMT Maps Scenario ID 458
See Appendix C for VMT Reports and SANDAG Traffic Forecast Information Center (TFIC) data

By 2050, with the implementation of the College Area CPU, the VMT efficiency substantially improves. **Table 4-2** presents the College Area CPU resident and employee VMT for 2050 which is projected to have

[1] "Residential and office projects that locate in areas with low VMT, and that incorporate similar feature (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT." (Pg. 12, LCI SB 743 Technical Advisory, Dec. 2018)

a VMT per Capita at 10.4 and a VMT per Employee at 9.2, which are 55 percent and 48 percent, respectively, of the Base Year regional means for both VMT per Capita and VMT per Employee. With full implementation of the SANDAG Regional Plan, VMT associated with the residential and employment land uses would not exceed the 85 percent thresholds at buildout of the College Area CPU and VMT impacts would be less than significant. However, consistent with the analysis in the Blueprint SD PEIR, at a program level of analysis, VMT impacts would be significant as it cannot be ensured that full implementation of the SANDAG Regional Plan's transportation investments will occur. The Proposed Project, therefore, would not result in new significant impacts or a substantial increase in the severity of previously identified impacts compared to the Blueprint SD PEIR.

Table 4-2: College Area CPU Resident and Employee VMT Analysis

		2050 College CPU		
	2016 Regional Mean[1]	**College Area CPU Area Mean[2]**	**Percent of 2016 Regional Mean**	**Exceeds Threshold[3] (Y/N)**
VMT per Capita (Residents)	19.1	10.4	55%	NO
VMT per Employee (Employment)	19.1	9.2	48%	NO

[1] Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186
[2] Source: SANDAG ABM 2+, Blueprint Model Run 2 Scenario - SB 743 VMT Report, Scenario ID 320
[3] Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively.
See Appendix C for VMT Reports

Retail VMT

While the metrics and thresholds in **Table 3-1**, Significance Thresholds for VMT Impacts, are appropriate at the project level, both LCI and the City recognize that for large land use plans such as the General Plan and community plans, proposed new residential, office and retail land uses should be considered in aggregate. In addition, it is not possible to isolate the component of VMT attributable solely to proposed retail land uses due to net regional VMT changes reflecting those caused by population and employment growth as well as proposed land use, transportation network, and policy changes. For retail land uses, it is more appropriate to identify VMT impacts and potential mitigation measures at the project level.

At this programmatic level of analysis, it is anticipated that the proposed retail land uses in the College Area CPU would be locally serving as the base zones in the CPU area would limit the size of future retail establishments that could be developed per the College Area CPU and would not result in regionally-serving retail land uses. Therefore, the VMT impact due to retail development would be less than significant. Locally serving retail land uses are presumed to have a less than significant impact on VMT per LCI and the City's TSM.

4.2 Mitigation

The Blueprint SD PEIR identified two mitigation measures to address potential significant impacts due to VMT: MM-TRANS-1 (Achieve VMT Reductions) and MM-TRANS-2 (Community Plan Updates). These mitigation measures are listed below.

- **MM-TRANS-1 (Achieve VMT Reductions):** Future development shall be required to demonstrate compliance with the City's Mobility Choices Ordinance (SDMC Section 143.1103 et seq.) and the City's TSM, including preparation of a VMT analysis and local mobility analysis, where applicable.
- **MM-TRANS-2 (Community Plan Updates):** Future community plan updates shall demonstrate that future residential and nonresidential VMT levels are below the City's CEQA Significance

Determination Thresholds on a Citywide basis, with the full implementation of the SANDAG Regional Plan.

4.3 Significance of Impacts after Mitigation

Vehicle Miles Traveled – SB 743 Analysis

In accordance with MM-TRANS-2, future community plan updates are required to demonstrate that future residential and nonresidential VMT levels are below the City's CEQA Significance Determination Thresholds on a Citywide basis with the full implementation of the SANDAG Regional Plan. The VMT analysis for the College Area CPU uses Model Run 2 of the Blueprint SD PEIR, as those land uses closely match the proposed density for the College Area CPU. As stated above, Model Run 2 of the Blueprint SD PEIR assumes full implementation of the SANDAG Regional Plan's transportation improvements. **Table 4-3**, Citywide Resident and Employee VMT Analysis for the Blueprint SD PEIR Model Run 2, shows the Citywide VMT per Capita and VMT per Employee for Model Run 2.

Table 4-3: Citywide Resident and Employee VMT Analysis for the Blueprint SD PEIR Model Run 2

		2050 Blueprint Model Run 2		
	2016 Regional Mean[1]	**Citywide Mean[2]**	**Percent of 2016 Regional Mean**	**Exceeds Threshold[3] (Y/N)**
VMT per Capita (Residents)	19.1	13.9	73%	NO
VMT per Employee (Employment)	19.1	13.8	72%	NO

[1] Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186
[2] Source: SANDAG ABM 2+, Blueprint Model Run 2 Scenario - SB 743 VMT Report, Scenario ID 320
[3] Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively.
See Appendix C for VMT Reports

As shown in **Table 4-3**, with implementation of the College Area CPU, both VMT per Capita and VMT per Employee for the City would be below the thresholds for VMT impacts. With full implementation of the SANDAG Regional Plan, VMT associated with the College Area CPU's residential and employment land uses would not exceed the 85 percent thresholds at buildout of the College Area CPU. As stated above, it is anticipated that the proposed retail land uses in the College Area CPU area would be locally serving and therefore, the VMT impact due to retail development would be less than significant. Therefore, the City has implemented and satisfied the requirements of MM-TRANS-2, and the Proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts compared to the Blueprint SD PEIR.

Future ministerial and discretionary projects in the College Area CPU area would be required to comply with the City's Mobility Choices Ordinance (San Diego Municipal Code [SDMC] Section 143.1103 et seq.) unless the project meets one of the exceptions in SDMC Section 143.1102. Implementation of MM-TRANS-1 further reinforces required compliance with the City's Mobility Choices Ordinance and the TSM for discretionary projects in the College Area CPU area. Pursuant to the Mobility Choices Ordinance, development projects would be required to satisfy the requirements of the Mobility Zone the project is in, which would include the provision of amenities/infrastructure that support the reduction of VMT by encouraging alternative modes of travel, or the payment of the Active Transportation In-Lieu Fee. As part of the discretionary review process, the future discretionary project would be required to follow the City's TSM and would be required to analyze potential VMT impacts under CEQA (as applicable) and could be required to perform a Local Mobility Analysis (as applicable).

Although compliance with the Mobility Choices Regulations is anticipated to result in the implementation of infrastructure improvements that could result in VMT per Capita and VMT per Employee reductions, at a program level of analysis, it cannot be determined with certainty whether implementation of the required improvements would be implemented at the time a future development project's VMT impacts would occur and whether those improvements would reduce VMT impacts to below a level of significance. Additionally, not all types of development are subject to the Mobility Choices Regulations as detailed in SDMC Section 143.1102. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of previously identified significant VMT impacts over and above those disclosed in the Blueprint SD PEIR.

Appendices

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Appendix A:

College Area CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

APPENDIX A: College Area CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gq_civ	gq_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1438	1061	3093	63	63	0	0	62	62	0	0	0	0	130	0	9	10	0	0	0
14	1438	1062	3093	80	80	0	0	77	77	0	0	0	0	188	0	3	8	0	0	0
14	1438	1063	3098	52	52	0	0	52	52	0	0	0	0	117	0	3	8	0	0	0
14	1438	1064	3093	41	40	1	0	40	39	1	0	0	0	94	0	3	8	0	0	0
14	1438	1065	3098	179	0	179	0	174	0	174	0	330	0	753	0	3	13	0	0	0
14	1438	1066	3131	124	124	0	0	120	120	0	0	0	0	287	0	3	4	0	0	0
14	1438	1067	3093	46	46	0	0	43	43	0	0	0	0	104	0	10	11	0	0	0
14	1438	1068	3131	66	65	1	0	64	63	1	0	0	0	162	0	0	5	0	0	0
14	1438	1069	3131	0	0	0	0	0	0	0	0	0	0	0	0	0	65	479	0	0
14	1438	1070	3176	618	0	618	0	549	0	549	0	178	0	1504	507	34	13906	0	460	0
14	1438	1071	3176	544	0	544	0	493	0	493	0	31	0	1239	227	0	230	0	0	0
14	1438	1072	3176	81	0	81	0	89	0	89	0	589	0	975	15	0	16	0	0	0
14	1438	1073	3176	658	0	658	0	622	0	622	0	49	0	1583	18	94	147	0	0	0
14	1438	1074	3112	0	0	0	0	0	0	0	0	0	0	0	207	60	849	0	49665	0
14	1438	1075	3112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1438	1076	3098	98	0	98	0	80	0	80	0	1231	0	1418	0	0	0	0	0	0
14	1438	1077	3131	0	0	0	0	0	0	0	0	0	0	0	1530	10	1559	0	1378	0
14	1438	1078	3278	808	0	808	0	625	0	625	0	0	0	1479	191	19	248	0	0	0
14	1438	1091	3195	164	2	162	0	136	3	133	0	0	0	323	0	8	21	0	0	0
14	1438	1092	3278	235	3	232	0	192	2	190	0	0	0	488	0	0	143	0	0	0
14	1438	1096	3195	91	91	0	0	90	90	0	0	0	0	212	0	0	16	0	0	0
14	1438	1097	3195	41	41	0	0	41	41	0	0	0	0	89	0	0	1	0	0	0
14	1438	1098	3195	300	0	300	0	314	0	314	0	0	0	758	0	0	17	0	0	0
14	1438	1099	3195	141	141	0	0	139	139	0	0	0	0	362	0	4	7	0	0	0
14	1438	1100	3278	415	75	340	0	379	71	308	0	0	0	903	119	0	449	0	0	0
14	1438	1101	3200	637	55	582	0	532	55	477	0	0	0	1285	0	0	3	0	0	0
14	1438	1102	3200	1650	3	1647	0	1346	2	1344	0	382	0	3637	471	28	531	0	0	0
14	1438	1103	3200	609	37	572	0	508	39	469	0	0	0	1222	174	0	177	0	0	0
14	1438	1104	3200	722	1	721	0	595	1	594	0	71	0	1508	206	0	210	0	0	0
14	1438	1105	3200	23	23	0	0	22	22	0	0	0	0	50	0	0	0	0	0	0
14	1438	1106	3200	152	0	152	0	125	0	125	0	0	0	299	0	0	0	0	0	0
14	1438	1107	3200	34	12	22	0	30	12	18	0	0	0	82	0	0	0	0	0	0
14	1438	1108	3200	14	14	0	0	13	13	0	0	0	0	36	0	0	0	0	0	0
14	1438	1109	3241	10	10	0	0	10	10	0	0	0	0	21	0	0	0	0	0	0
14	1438	1110	3241	114	1	113	0	94	1	93	0	0	0	233	0	0	0	0	0	0
14	1438	1111	3241	141	141	0	0	137	137	0	0	0	0	331	0	3	7	0	0	0
14	1438	1112	3241	108	106	2	0	105	103	2	0	0	0	263	0	19	57	0	0	0
14	1438	1113	3241	62	62	0	0	62	62	0	0	0	0	133	0	0	1	0	0	0
14	1438	1114	3241	39	39	0	0	39	39	0	0	0	0	88	0	8	18	0	0	0
14	1438	1115	3241	218	31	187	0	183	30	153	0	0	0	436	43	0	52	0	0	0
14	1438	1116	3241	42	40	2	0	42	40	2	0	0	0	113	0	0	1	0	0	0
14	1438	1117	3301	37	37	0	0	37	37	0	0	0	0	99	0	0	5	0	0	0
14	1438	1118	3301	201	1	200	0	169	0	169	0	0	0	395	57	0	58	0	0	0
14	1438	1119	3301	72	70	2	0	72	70	2	0	0	0	176	0	4	9	0	0	0
14	1438	1120	3301	291	0	291	0	182	0	182	0	0	0	449	42	32	79	0	0	0
14	1438	1121	3301	105	0	105	0	92	0	92	0	0	0	214	30	25	125	0	0	0
14	1438	1122	3301	242	25	217	0	205	26	179	0	0	0	510	0	0	7	0	0	0
14	1438	1123	3301	39	39	0	0	39	39	0	0	0	0	104	0	0	1	0	0	0
14	1438	1124	3301	178	48	130	0	156	48	108	0	0	0	384	0	0	3	0	0	0
14	1438	1125	3301	138	0	138	0	113	0	113	0	0	0	268	68	0	174	0	0	0
14	1438	1126	3301	562	1	561	0	401	1	400	0	12	0	1024	91	0	153	152	0	0
14	1438	1127	3301	268	0	268	0	225	1	224	0	0	0	566	0	4	5	0	0	0
14	1438	1128	3301	300	0	300	0	248	1	247	0	0	0	598	0	0	1	0	0	0
14	1438	1129	3301	250	0	250	0	109	0	109	0	0	0	263	41	16	79	0	0	0
14	1438	1130	3301	376	0	376	0	280	0	280	0	0	0	689	166	8	189	0	0	0
14	1438	1131	3301	169	0	169	0	38	0	38	0	0	0	106	67	0	193	0	0	0
14	1438	1198	3133	986	1	985	0	812	4	808	0	21	0	1965	0	0	3	0	0	0
14	1438	1199	3145	123	123	0	0	122	122	0	0	0	0	298	0	0	7	0	0	0

APPENDIX A: College Area CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gq_civ	gq_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1438	1200	3133	99	97	2	0	99	97	2	0	0	0	216	0	0	1	0	0	0
14	1438	1201	3145	510	41	469	0	461	40	421	0	0	0	1111	0	19	28	0	0	0
14	1438	1202	3145	298	54	244	0	254	54	200	0	5	0	600	85	0	86	0	0	0
14	1438	1203	3145	239	57	182	0	220	56	164	0	0	0	505	69	0	76	0	0	0
14	1438	1204	3133	522	6	516	0	429	6	423	0	0	0	1027	149	0	150	0	0	0
14	1438	1205	3111	1284	1	1283	0	1054	1	1053	0	306	0	2858	381	213	641	0	0	0
14	1438	1206	3111	2854	0	2854	0	2396	0	2396	0	0	0	5662	761	18	1435	0	0	0
14	1438	1207	3142	343	0	343	0	281	0	281	0	0	0	687	0	0	8	0	0	0
14	1438	1208	3202	555	0	555	0	457	1	456	0	5	0	1105	159	0	161	0	0	0
14	1438	1209	3202	662	27	635	0	558	29	529	0	13	0	1337	189	15	245	0	0	0
14	1438	1210	3206	165	17	148	0	139	18	121	0	0	0	343	47	0	48	0	0	0
14	1438	1211	3142	220	0	220	0	206	0	206	0	0	0	487	173	4	183	0	0	0
14	1438	1212	3142	1	1	0	0	1	1	0	0	0	0	1	8	0	32	0	0	0
14	1438	1213	3142	465	0	465	0	381	0	381	0	1641	0	2555	0	0	11	0	0	0
14	1438	1214	3206	44	29	15	0	41	29	12	0	0	0	101	0	3	7	0	0	0
14	1438	1215	3206	269	0	269	0	222	1	221	0	0	0	532	77	0	226	1252	0	0
14	1438	1216	3219	1617	0	1617	0	1425	0	1425	0	0	0	3346	462	18	516	0	0	0
14	1438	1217	3219	711	0	711	0	583	0	583	0	0	0	1393	220	55	361	0	0	43
14	1438	1218	3219	254	0	254	0	227	2	225	0	0	0	536	72	4	77	0	0	0
14	1438	1219	3219	257	0	257	0	211	0	211	0	0	0	500	66	1	106	0	0	146
14	1438	1220	3219	55	0	55	0	45	0	45	0	0	0	106	15	0	15	0	0	0
14	1438	1221	3206	72	14	58	0	62	14	48	0	0	0	141	0	0	0	0	0	0
14	1438	1222	3202	440	81	359	0	380	80	300	0	0	0	883	126	0	195	0	0	0
14	1438	1223	3219	236	0	236	0	200	1	199	0	0	0	484	0	0	5	0	0	0
14	1438	1224	3219	281	0	281	0	223	0	223	0	0	0	518	123	0	164	0	0	0
14	1438	1225	3202	2670	26	2644	0	1971	4	1967	0	0	0	4663	652	134	944	0	346	0
14	1438	1226	3205	251	1	250	0	206	1	205	0	0	0	500	0	0	1	0	0	0
14	1438	1227	3205	248	3	245	0	202	1	201	0	0	0	481	0	0	1	0	0	0
14	1438	1228	3205	0	0	0	0	0	0	0	0	0	0	0	0	0	83	442	0	0
14	1438	1229	3205	385	0	385	0	302	0	302	0	0	0	746	86	15	109	0	0	0
14	1438	1230	3205	378	0	378	0	310	0	310	0	0	0	742	121	0	126	0	0	0
14	1438	1231	3205	398	1	397	0	305	0	305	0	0	0	761	146	9	176	0	0	0
14	1438	1236	3199	276	0	276	0	237	0	237	0	0	0	537	0	0	9	0	0	0
14	1438	1237	3199	248	0	248	0	212	1	211	0	0	0	485	0	0	1	0	0	0
14	1438	1238	3199	234	0	234	0	193	1	192	0	0	0	466	0	0	5	0	0	0
14	1438	1239	3199	223	1	222	0	185	1	184	0	0	0	425	0	0	1	0	0	0
14	1438	1240	3199	381	3	378	0	346	0	346	0	0	0	880	109	0	120	0	0	38
14	1438	1241	3199	388	0	388	0	295	0	295	0	0	0	707	128	0	135	0	0	29
14	1438	1242	3199	377	0	377	0	317	1	316	0	0	0	744	74	0	81	0	0	0
14	1438	1243	3199	206	0	206	0	91	0	91	0	0	0	206	75	25	103	0	0	0
14	1438	1244	3199	172	0	172	0	147	0	147	0	0	0	332	0	0	5	0	0	0
14	1438	1250	3159	262	53	209	0	224	53	171	0	0	0	554	0	1	4	0	0	0
14	1438	1251	3159	139	123	16	0	134	121	13	0	27	0	341	0	16	35	0	0	0
14	1438	1252	3159	48	48	0	0	47	47	0	0	0	0	125	0	3	24	0	0	0
14	1438	1253	3205	581	0	581	0	476	0	476	0	0	0	1135	272	0	272	0	0	0
14	1438	1254	3159	93	93	0	0	93	93	0	0	0	0	218	0	0	1	0	0	0
14	1438	1255	3159	75	1	74	0	63	2	61	0	0	0	153	0	0	1	0	0	0
14	1438	1256	3132	269	0	269	0	267	0	267	0	0	0	674	0	0	16	0	0	0
14	1438	1257	3132	179	0	179	0	147	0	147	0	0	0	345	264	0	264	0	0	0
14	1438	1258	3132	1326	0	1326	0	1087	0	1087	0	0	0	2578	367	11	429	0	0	0

Appendix B:

College Area Dwelling Units by MGRA for Existing, Blueprint Model Run 2 and Proposed Project (CPU)

Appendix B: College Area Dwelling Units by MGRA for Existing, Blueprint Model Run 2 and Proposed Project (CPU)

MGRA	EXISTING SF	EXISTING MF	EXISTING TOTAL	BP MR2 SF	BP MR 2MF	BP MR2 TOTAL	CPU P4 SF	CPU P4 MF	CPU P4 TOTAL
1061	61	0	61	0	88	88	64	0	64
1062	80	0	80	0	129	129	80	0	80
1063	52	0	52	0	1652	1652	52	0	52
1064	41	0	41	0	401	401	41	0	41
1066	124	0	124	0	612	612	124	0	124
1067	47	0	47	49	0	49	47	0	47
1068	65	0	65	65	36	101	65	0	65
1096	91	0	91	101	6	107	91	0	91
1097	41	0	41	0	67	67	34	41	75
1099	138	0	138	148	106	254	140	0	140
1100	80	192	272	0	552	552	77	358	435
1101	103	0	103	0	235	235	69	420	489
1102	106	77	183	0	1265	1265	43	1599	1642
1103	60	0	60	0	696	696	55	552	607
1104	31	101	132	0	773	773	0	929	929
1105	23	0	23	24	13	37	23	0	23
1106	10	0	10	0	163	163	10	0	10
1107	15	0	15	0	149	149	15	0	15
1108	14	0	14	14	0	14	14	0	14
1109	10	0	10	0	95	95	10	0	10
1110	2	0	2	0	199	199	1	113	114
1111	140	0	140	0	209	209	141	0	141
1112	108	0	108	111	10	121	108	0	108
1113	62	0	62	0	294	294	62	0	62
1114	40	0	40	0	379	379	40	0	40
1115	77	0	77	0	263	263	51	167	218
1116	42	0	42	43	14	57	42	0	42
1117	37	0	37	39	22	61	37	0	37
1118	18	22	40	20	64	84	0	222	222
1119	72	0	72	0	144	144	72	0	72
1122	63	14	77	0	171	171	33	168	201
1123	39	0	39	40	26	66	39	0	39
1124	55	0	55	57	125	182	52	109	161
1126	56	73	129	57	281	338	23	625	648
1127	32	25	57	0	128	128	21	138	159
1128	32	6	38	0	77	77	9	221	230
1198	133	0	133	0	921	921	126	88	214
1199	123	0	123	127	79	206	123	0	123
1200	98	0	98	0	159	159	99	0	99
1201	41	203	244	53	262	315	41	469	510
1202	74	0	74	0	215	215	56	347	403
1203	57	80	137	58	96	154	57	181	238
1204	50	0	50	0	511	511	5	749	754
1205	0	0	0	0	1031	1031	0	1284	1284
1208	41	7	48	0	475	475	0	839	839
1209	115	73	188	0	1080	1080	80	690	770
1210	43	0	43	0	150	150	17	178	195
1212	0	0	0	0	0	0	1	0	1
1214	33	0	33	0	90	90	29	20	49
1215	28	0	28	0	337	337	0	445	445
1218	24	0	24	0	152	152	0	421	421
1221	28	0	28	0	79	79	14	58	72
1222	102	33	135	0	646	646	81	620	701
1223	31	32	63	0	76	76	0	483	483
1225	33	0	33	0	1093	1093	0	2954	2954
1226	43	0	43	0	89	89	0	147	147
1229	22	0	22	23	87	110	0	382	382

Appendix B: College Area Dwelling Units by MGRA for Existing, Blueprint Model Run 2 and Proposed Project (CPU)

MGRA	EXISTING SF	EXISTING MF	EXISTING TOTAL	BP MR2 SF	BP MR 2MF	BP MR2 TOTAL	CPU P4 SF	CPU P4 MF	CPU P4 TOTAL
1230	23	0	23	24	77	101	0	375	375
1238	39	0	39	0	88	88	0	124	124
1240	25	0	25	26	153	179	0	375	375
1241	22	0	22	22	102	124	0	385	385
1242	24	42	66	24	103	127	0	376	376
1250	71	68	139	108	0	108	57	140	197
1251	124	0	124	141	0	141	124	14	138
1252	47	0	47	0	222	222	47	0	47
1254	93	0	93	94	0	94	93	0	93
1255	12	0	12	54	0	54	1	69	70
1120	2	0	2	25	188	213	0	545	545
1227	38	0	38	42	4	46	0	126	126
1237	27	40	67	27	85	112	0	120	120
1239	35	18	53	0	91	91	0	145	145
1091	0	0	0	162	0	162	0	162	162
1092	0	88	88	0	845	845	0	88	88
1098	0	218	218	0	393	393	0	300	300
1070	0	60	60	0	847	847	0	371	371
1073	2	319	321	4	658	662	0	444	444
1206	0	600	600	0	651	651	0	2683	2683
1216	0	570	570	0	699	699	0	1468	1468
1256	0	269	269	0	269	269	0	269	269
1065	0	0	0	0	993	993	0	174	174
1076	0	0	0	0	171	171	0	0	0
1213	0	0	0	0	816	816	0	0	0
1257	0	0	0	0	0	0	0	135	135
1071	0	17	17	0	438	438	0	409	409
1078	0	225	225	0	563	563	0	0	0
1121	0	0	0	0	62	62	0	104	104
1125	0	0	0	0	36	36	0	130	130
1129	4	0	4	4	160	164	0	238	238
1130	7	0	7	7	205	212	0	342	342
1131	0	0	0	0	72	72	0	167	167
1211	0	0	0	0	150	150	0	331	331
1217	0	0	0	194	201	395	0	802	802
1219	0	0	0	20	210	230	0	255	255
1224	0	0	0	0	224	224	0	278	278
1231	14	0	14	0	82	82	0	394	394
1236	0	56	56	0	62	62	0	195	195
1243	0	0	0	0	128	128	0	205	205
1244	3	38	41	5	40	45	0	170	170
1253	0	0	0	0	0	0	0	956	956
1220	0	0	0	0	0	0	0	54	54
1258	0	0	0	0	93	93	0	1326	1326
1072	0	0	0	0	141	141	0	0	0
1074	0	0	0	0	0	0	0	0	0
1075	0	0	0	0	0	0	0	0	0
1077	0	0	0	0	0	0	0	0	0
1069	0	0	0	0	0	0	0	0	0
1228	0	0	0	0	0	0	0	0	0
Total	3798	3566	7364	2012	27394	29406	2836	31261	34097

Appendix C:

SANDAG SB 743 VMT Reports and Traffic Forecast Information Center (TFIC) Maps

C-1 SANDAG TFIC SB 743 VMT per Capita Map: 2016 Base Year, Scenario 458 – College Area

C-2 SANDAG TFIC SB 743 VMT per Employee Map: 2016 Base Year, Scenario 458 – College Area

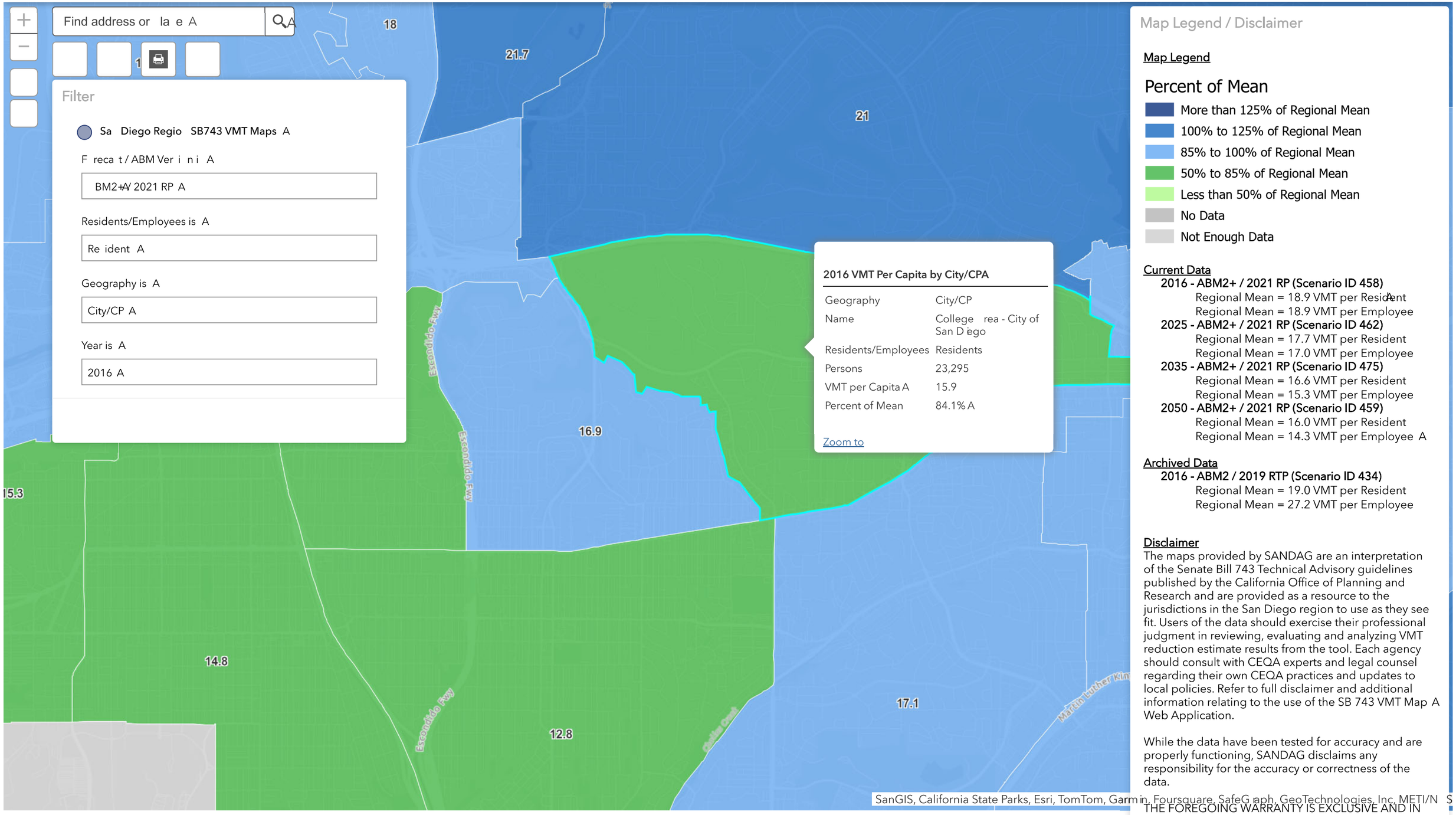
C-3a SANDAG SB 743 VMT Report: 2016 Base Year, Scenario 186 – Regionwide, Citywide and Hillcrest FPA

C-3b SANDAG SB 743 VMT Report: BP Model Run 2, Scenario 320 – Regionwide, Citywide and College Area CPU

Appendix C-1 College Area VMT per Resident 2016 Base Year

SANDAG San Diego Region SB743 VMT Maps

TFIC: Transportation Forecast Information Center Metadata Disclaimer Download Mode Choice Report



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

2016 - ABM2+ / 2021 RP (Scenario ID 458)
Regional Mean = 18.9 VMT per Resident A
Regional Mean = 18.9 VMT per Employee

2025 - ABM2+ / 2021 RP (Scenario ID 462)
Regional Mean = 17.7 VMT per Resident
Regional Mean = 17.0 VMT per Employee

2035 - ABM2+ / 2021 RP (Scenario ID 475)
Regional Mean = 16.6 VMT per Resident
Regional Mean = 15.3 VMT per Employee

2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 16.0 VMT per Resident
Regional Mean = 14.3 VMT per Employee A

Archived Data

2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map A Web Application.

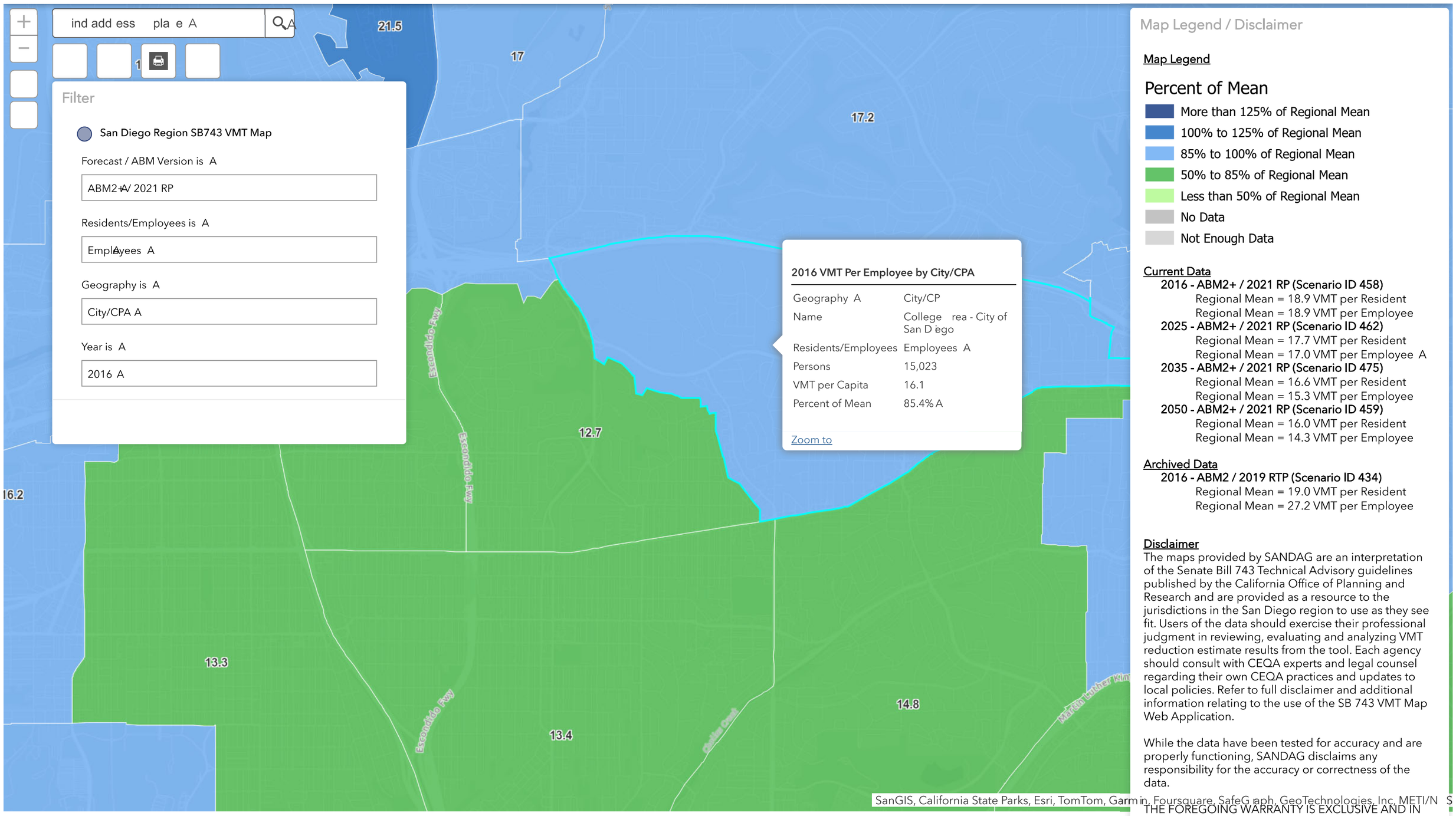
While the data have been tested for accuracy and are properly functioning, SANDAG disclaims any responsibility for the accuracy or correctness of the data.

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES OR MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE AND/OR ANY OTHER TYPE WHETHER EXPRESSED OR IMPLIED. A

Appendix C-2 College Area VMT per Employee 2016 Base Year

SANDAG San Diego Region SB743 VMT Maps

TFIC: Transportation Forecast Information Center Metadata Disclaimer Download Mode Choice Report



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

2016 - ABM2+ / 2021 RP (Scenario ID 458)
Regional Mean = 18.9 VMT per Resident
Regional Mean = 18.9 VMT per Employee

2025 - ABM2+ / 2021 RP (Scenario ID 462)
Regional Mean = 17.7 VMT per Resident
Regional Mean = 17.0 VMT per Employee A

2035 - ABM2+ / 2021 RP (Scenario ID 475)
Regional Mean = 16.6 VMT per Resident
Regional Mean = 15.3 VMT per Employee

2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 16.0 VMT per Resident
Regional Mean = 14.3 VMT per Employee

Archived Data

2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Disclaimer

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SB 743 VMT Report

Report Generated	ABM Version	Scenario ID	Scenario Name
12/13/2023	version_14_3_0	186	2016

Purple dashed line indicates 85th percentile of regional per resident/per worker VMT.

SANDAG

Residents

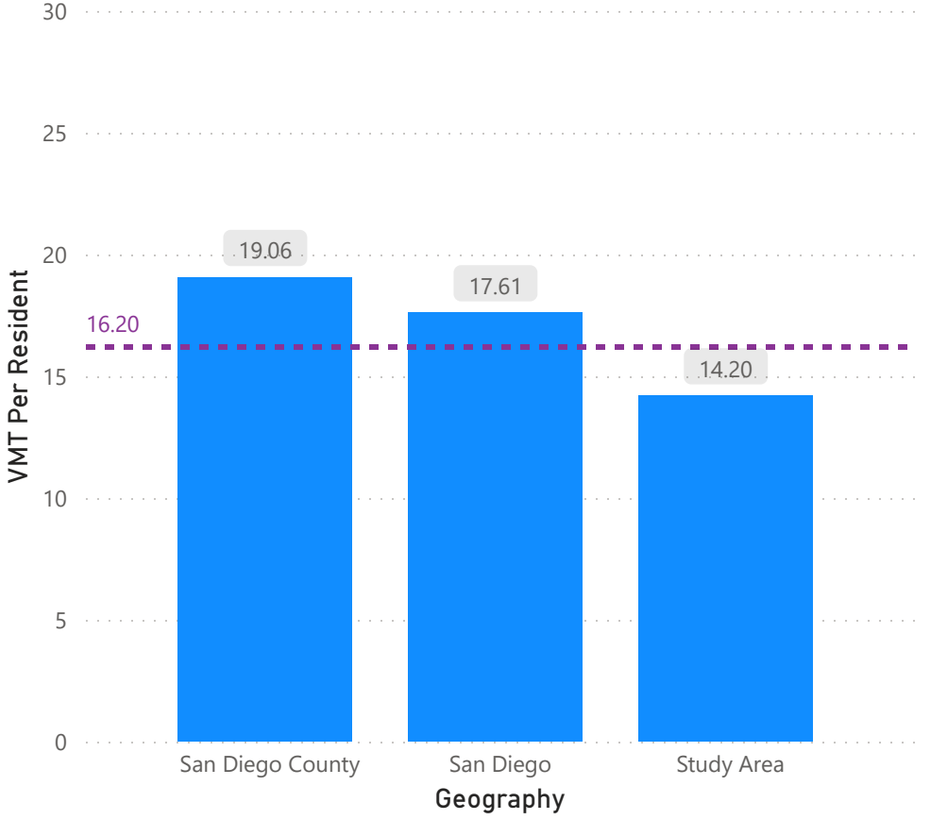
Regionwide Resident VMT Metrics

62,255,823
VMT

19.06
VMT Per Resident

Geography	Number of Residents
San Diego County	3,265,488
San Diego	1,381,156
Study Area	13,536

VMT Per Resident by Geography



Workers

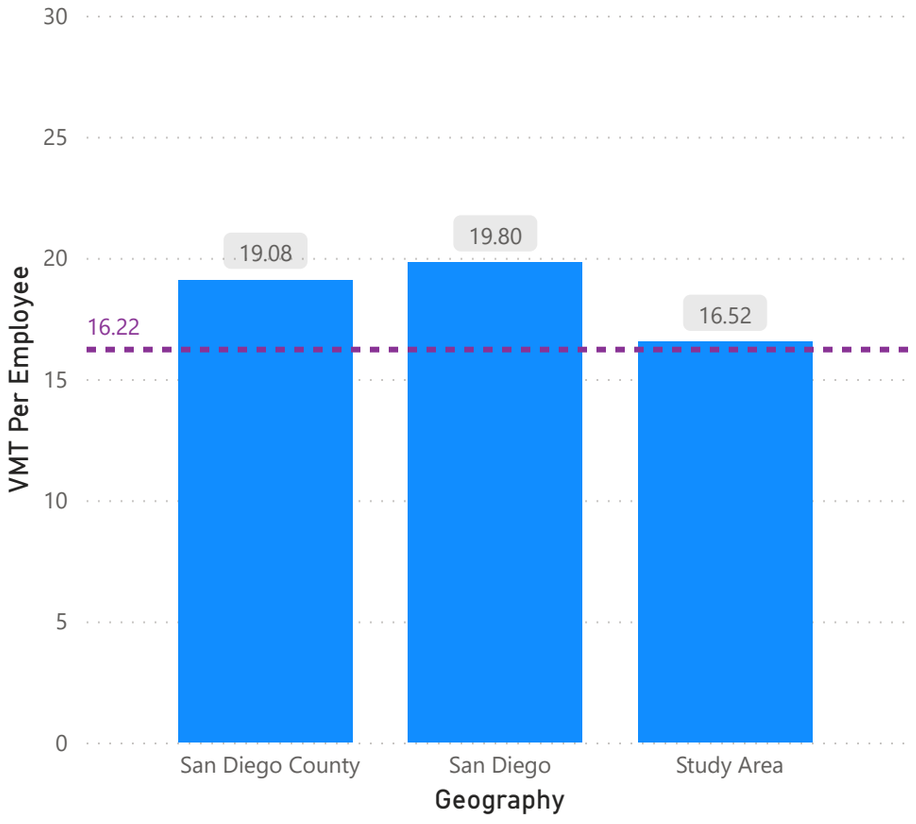
Regionwide Employee VMT Metrics

29,342,797
VMT

19.08
VMT Per Employee

Geography	Number of Employees
San Diego County	1,538,159
San Diego	821,715
Study Area	21,552

VMT Per Employee by Geography



TAZs in Study Area

TAZ
3325
3362
3373
3389
3419
3420
3425
3427
3444
3449
3450
3451
3462
3472
3483
3484
3485
3510
3512
3513
3515
3516
3522
3547

SB 743 VMT Report

The original SANDAG-created report was modified to add the 85th percentile lines for Year 2016 (Appendix C-3a) for comparative purposes.

Report Generated	ABM Version	Scenario ID	Scenario Name
1/11/2024	version_14_3_0	320	MR2v2_Final_2050

Purple dashed line indicates 85th percentile of regional per resident/per worker VMT.

SANDAG

Residents

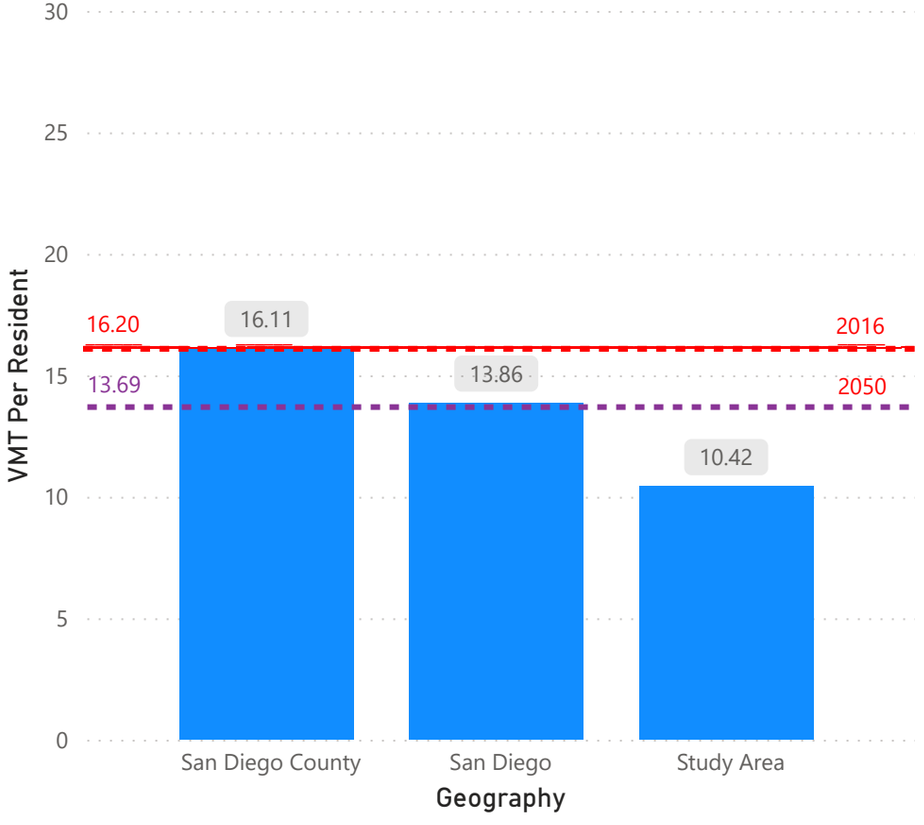
Regionwide Resident VMT Metrics

65,256,570
VMT

16.11
VMT Per Resident

Geography	Number of Residents
San Diego County	4,051,560
San Diego	1,983,908
Study Area	77,681

VMT Per Resident by Geography



Workers

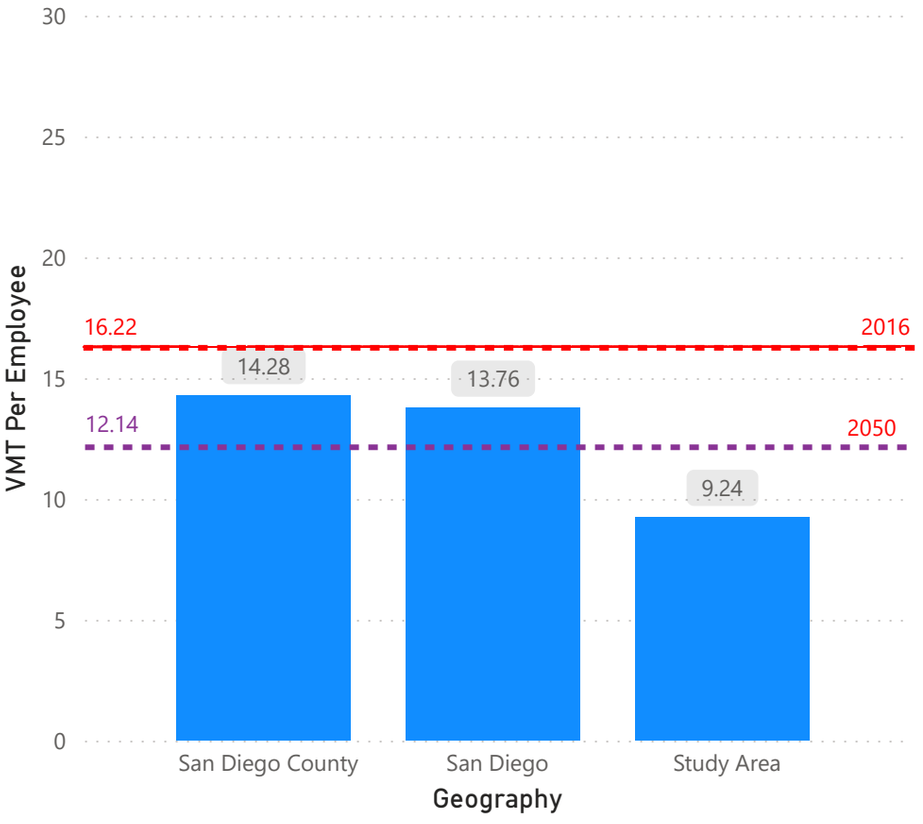
Regionwide Employee VMT Metrics

27,209,992
VMT

14.28
VMT Per Employee

Geography	Number of Employees
San Diego County	1,905,457
San Diego	1,112,581
Study Area	24,631

VMT Per Employee by Geography



TAZs in Study Area

TAZ
3093
3098
3111
3112
3131
3132
3133
3142
3145
3159
3176
3184
3195
3199
3200
3202
3205
3206
3219
3241
3278
3301