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File Number 2300000

Narasimha Prasad
 Linscott, Law & Greenspan, Engineers
 4542 Ruffner Street, Suite 100
 San Diego, CA 92111

Dear Prasad:

SUBJECT: Transportation Modeling for the Newland Sierra Development

As requested, the San Diego Association of Governments Service Bureau has run several model scenarios for the proposed Newland Sierra development using a 2035 horizon year from the Series 12 Growth Forecast.

A travel demand model is used as an alternatives analysis tool for the purpose of testing different land use and/or network scenarios. Many travel demand model scenarios have been run to date, and the data below has been extracted from two specific scenarios: Option B and No Build.

Results from these two scenarios have been summarized under the context of Vehicle Miles of Travel (VMT) for California Environmental Quality Act purposes. The method used for these calculations is called a Select (Traffic Analysis) Zone (TAZ) Assignment, and the following results are extracted from a Select Zone Assignment for all of the project TAZs combined into one (TAZs 444, 4683, 4684, 4685, 4686, 4687, and 4688):

2035rc11b Sierra Project Option B – run 2

Region-wide VMT	107,625,113
Project (Select Zone) VMT	294,502
Project (Intra-Zonal) VMT	302
PROJECT TOTAL VMT	294,804
Project Person Trips Generated	39,790 trips
Project Vehicle Trips Generated	28,046 trips
Project Trips Assigned	28,481 trips

- 7.4 Project VMT per Person Trip Generated**
- 10.5 Project VMT per Vehicle Trip Generated**
- 10.3 Project VMT per Trip Assigned**

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2035rc11d Sierra No Project Alternative

Region-wide VMT	107,594,246
Project (Select Zone) VMT	250,150
Project (Intra-Zonal) VMT	966
PROJECT TOTAL VMT	251,116
Project Person Trips Generated	30,280 trips
Project Vehicle Trips Generated	22,870 trips
Project Trips Assigned	19,471 trips

8.3 Project VMT per Person Trip Generated

11.0 Project VMT per Vehicle Trip Generated

12.9 Project VMT per Trip Assigned

These results show that, despite an 18 percent increase in gross VMT, the VMT per trip assigned declines by 20 percent. This is consistent with expected model results as the Sierra Project Option B includes a more diverse mix of land use assumptions as opposed to the No Build scenario.

Sincerely,



MIKE CALANDRA
Senior Transportation Modeler

MCA/asa