

B LAND USE & PLANNING ASSUMPTIONS

Land Use Methodology

The Spokane Regional Transportation Council (SRTC) tracks and forecasts land use for a variety of long-range planning functions. These include travel demand modeling, scenario development, capital investment prioritization, freight planning, subarea analysis, and comprehensive plan amendment certification. At a minimum, SRTC updates its land use with each metropolitan transportation plan (MTP) update, to incorporate the most recent base year data and align the forecast with the MTP planning horizon year. This section describes SRTC’s 2022 land use update. It starts with an overview of SRTC’s land use geographies and categories. Next, an overview of the 2022 base year is provided, detailing data sources, adjustments, and quality control measures taken. This is followed by a summary of the process used to forecast land use through this update’s 2050 horizon year.

SRTC Land Use Geography

SRTC tracks and forecasts land use data for the Spokane Metropolitan Planning Area (MPA), which consists of Spokane County in its entirety. Land use data is aggregated at the Transportation Analysis Zone (TAZ) level—TAZ are the primary units of analysis in the SRTC travel demand model. SRTC also uses Land Use Analysis Districts (LAD), which are aggregations of TAZs that capture areas with similar characteristics. Figure B.01 shows SRTC TAZ and LAD boundaries.

SRTC Land Use Categories

Land use data is grouped into twelve different categories, most of which classify population and employment. Hotels and commuter students are also included. One of SRTC’s primary reasons for classifying land use is to capture the travel behavior differences between these categories in its travel demand model. SRTC’s land use categories are shown in Figure B.02.

Base Year Land Use

SRTC’s base year land use data provides a foundation for its long-range planning and forecasting efforts. It is an inventory of existing conditions and is used to evaluate the interaction between land use and transportation in the region. This section discusses the data inputs SRTC uses, as well as the adjustments and validation measures taken by SRTC staff to ensure the data’s accuracy.

Base Year Population

SRTC currently tracks population via single-family households (i.e., occupied single-family housing units) and multifamily households (i.e., occupied multifamily housing units). LU1, SRTC’s land use category for single-family households, includes all households residing in structures containing less than four units—these include attached and detached single-family housing units, mobile homes, duplexes, triplexes, and quadplexes. LU2 is the land use category used for multifamily households. It includes all households residing in structures containing four or more units (e.g., apartment buildings, condominiums, et cetera). Group quarters, which include college and university dormitories, are not currently included in SRTC’s land use data. Figure B.03 shows SRTC’s base year totals for LU1 and LU2.

Base Year Population Data Sources

SRTC collects population data from a variety of sources. These include: (1) decennial census counts, (2) parcels from the Spokane County Assessor’s Office, (3) SRTC’s own regional building permit da-

SRTC TAZ and LAD Boundaries

- Land Use Allocation Districts (LAD)
- Transportation Analysis Zones (TAZ)

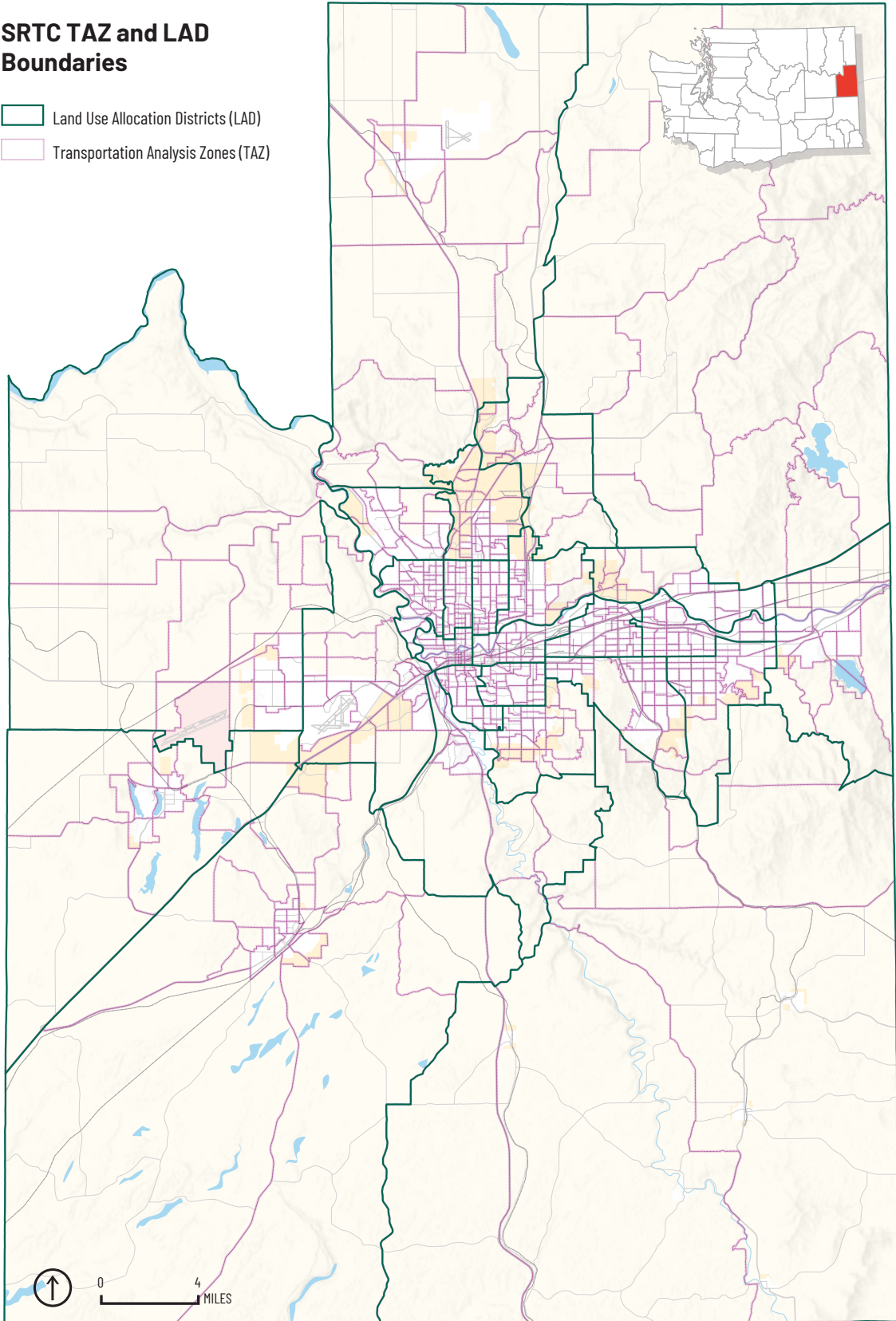


Figure B.01 **SRTC TAZ and LAD Boundaries**

Figure B.02 **SRTC Land Use Categories**

Code	Description	Type	Measure
LU1	Single-family, duplex, triplex, manufactured or mobile home	Population	Households
LU2	Four or more residential units on a single parcel	Population	Households
LU3	Hotel, motel, or campsite	Other	Rooms
LU4	Agriculture, forestry, mining, industrial, manufacturing, wholesale	Employment	Employees
LU5	Retail trade (non-CBD)	Employment	Employees
LU6	Services and offices	Employment	Employees
LU7	Finance, insurance, and real estate services (FIRES)	Employment	Employees
LU8	Medical	Employment	Employees
LU9	Retail trade (CBD) ¹	Employment	Employees
LU10	College and university commuter students	Other	Students
LU11	Education employees (K-12)	Employment	Employees
LU12	Education employees (college and university)	Employment	Employees

¹ The central business district (CBD) consists of the following TAZs: 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, and 220.

tabase, and (4) the Office of Financial Management’s (OFM) Small Area Estimates Program (SAEP). Additionally, SRTC’s previous land use updates are used to validate and adjust figures, as needed. This section briefly describes how SRTC uses data from each of these sources in its land use.

Census and SAEP Data

SRTC uses the most recent decennial census as a base for population land use, which was 2020 Census for the 2022 update. Decennial census data is not available at the TAZ level, but housing unit counts are available at the Census Block level. SRTC’s TAZ boundaries generally align with Census Blocks. To account for situations where this is not the case, SRTC used SAEP data, which interpolates 2020 Census data to TAZ boundaries.¹

With the elimination of the long-form questionnaire following the 2000 Census, decennial censuses no longer provide distinct counts for SFHUs and MFHUs. The Census Bureau now provides data on HUs by units in structure via American Community Survey (ACS). ACS data is not available for Census Blocks. Additionally, it is often unreliable for small geographic areas, like Block Groups and Tracts.² For these reasons, SRTC staff determined ACS data was not a suitable option for assigning SFHU and MFHU totals to TAZ.

Spokane County Assessor Parcel Data

The 2020 Census’ lack of SFHU and MFHU counts made it necessary to find an alternative for this information. After evaluating various data sources, SRTC staff determined the Spokane County Assessor’s Office’s parcel data to be the best available option. Assessor’s Office staff provided SRTC with a dataset containing XY coordinates for all Spokane County parcels. Parcels with one or more structures present were generally assigned coordinates located on, or near, the primary structure.

¹ More information on the interpolation methods used by OFM is available in its [SAEP User Guide](#).
² More information regarding these issues can be found in the [ACS User Guide for State and Local Governments](#).

Figure B.03 **2022 Base Year Single-Family and Multifamily Households**

Code	Description	2022 Households	Percent
LU1	Single-family, duplex, triplex, manufactured or mobile home	159,456	72.4%
LU2	Four or more residential units on a single parcel	60,740	27.6%
Total Households		220,196	100.0%

This data was also attributed with three-digit use codes and a field indicating the presence of a dwelling unit on the parcel.

Assessor’s Office staff informed SRTC that their parcel data tracks SFHUs more accurately than MFHUs. This is because parcels with MFHUs often lack information regarding the number of individual units. For this reason, SRTC only used this data to estimate the number of SFHUs in a TAZ. This number was then subtracted from a TAZ’s total housing units to derive a MFHUs estimate. The next section describes this process in more detail.

SRTC Regional Building Permit Data

SRTC’s maintains a database of regional building permits, which is updated annually with data from local jurisdictions. The data identifies whether the permit is for a SFHU or MFHU, as well as the number of units. SRTC used this data to capture new housing added since the 2020 Census.

Base Year Population Data Processing

SRTC uses a multistep process to estimate base year LU1 and LU2 figures for TAZs that requires a variety of datasets from the sources listed in the previous section. The steps are as follows:

1. Obtain countywide housing units from the 2020 Decennial Census.
2. Add additional housing units from permit data that represent new units added since the 2020 Census to arrive at an initial estimate of total housing units in the base year.³
3. Calculate the proportion of single-family and multifamily housing units at the TAZ-level using Spokane County Assessor data.⁴
 - Adjust for negative multifamily housing units.⁵
 - Account for single-family units in duplexes and mobile home parks.⁶

3 Only residential permits finalized after April 1, 2020 are added to avoid double counting, since Census Day is April 1.

4 Spokane County Assessor data’s three-digit use codes are used to determine if a parcel contains a structure categorized as a single-family housing unit by SRTC. Single-family housing units are then subtracted from the total number of housing units to estimate the number of multifamily units.

5 Subtracting single-family units from total housing units to estimate the number of multifamily units results in a negative number in some TAZs. Given the total housing unit estimate’s alignment with OFM’s estimates, this is likely due to error in the assessor data’s classification of single-family units. This issue is resolved by adding multifamily units from the previous SRTC land use update’s base year (2019) plus all multifamily units from building permits finalized since then (2019–2022) and subtracting this new multifamily units estimate from the total housing estimate the number of single-family units in these TAZs.

6 Duplexes and mobile home parks are only identified by a single point in the assessor data. Spokane County maintains a MobilePoints GIS file that is used to ensure all mobile home units are accounted for. To account for duplexes, all points representing them are multiplied by two in SRTC’s final tally.

4. Compare housing unit estimates from steps 1–4 to OFM’s SAEP estimates at the TAZ level and replace the initial total housing units estimate with the SAEP figure when OFM’s estimate is more than 10% higher than SRTC’s initial estimate.⁷
5. Apply 2022 occupancy rates at the TAZ level from SAEP data to arrive at the final base year figures for single-family (LU1) and multifamily (LU2) households that are used in the SRTC travel demand model.

Base Year Employment

SRTC’s employment land use is grouped into eight categories, which are included in Figure B.01. These are aggregates of North American Industry Classification System (NAICS) 2-digit sector codes. Retail employment is split into two categories, based on whether it is in the region’s central business district (CBD). Figure B.01 shows the CBD’s boundary which, for SRTC land use purposes, aligns to TAZ boundaries.

Base Year Employment Data Sources

As with population, SRTC relies on multiple data sources for base year employment. These include Employment Security Department (ESD) Unemployment Insurance Data (UI Data) and the Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) data. SRTC’s previous land use updates are also used to validate and adjust figures, as needed. This section briefly describes how SRTC uses data from each of these sources in its land use.

UI Data

SRTC evaluated a variety of employment data sources and found ESD’s UI Data to be the most accurate by a significant margin. For this reason, it is SRTC’s primary source for base year employment. For the 2022 land use update, SRTC used an establishment’s mean employment for the third quarter of 2021.

UI Data has substantial confidentiality requirements. Prior to sharing summarized data with any outside parties, SRTC must ensure that all data is aggregated to geographic units that contain at least three employers, and that no single employer accounts for more than 80% of a given geography’s total employment. SRTC moved several employers to neighboring TAZ to comply with this requirement. Additionally, a few of the region’s largest employers accounted for more than 80% of employment in their respective TAZs. ESD data for these employers was replaced with employment figures from either publicly available sources, or the employers directly.

LEHD Origin-Destination Employment Statistics Data

The Census Bureau’s LEHD Origin-Destination Employment Statistics (LODES) data was used to verify and validate UI Data. The most recent release at the time of the 2022 land use update, LODES 8.0, contains employee counts from 2002 to 2020. They are grouped by NAICS code at the Census Block level.

Base Year Employment Data Processing

While UI Data is the best available source of employment data, a significant amount of staff research was required to ensure an acceptable level of accuracy at the TAZ level. This included: (1) assigning SRTC land use categories to the data; (2) reviewing the locational accuracy of the dataset; (3) reviewing and verifying employee counts for major employers; and (4) removing duplicate records to avoid double counting.

7 Generally, OFM and SRTC estimates were closely aligned. Several TAZ did contain significant differences. SRTC spot checked several TAZ via aerial photos and found multiple instances where either SRTC or OFM failed to capture recent residential development. For this reason, SRTC elected to use the higher estimate when the estimates were significantly different. The 10 percent threshold used is the SAEP data’s mean absolute percentage error for Census Block Groups, which are comparable to TAZ.

Figure B.04 **2022 Base Year Employment Land Use Category Totals**

Code	Description	2022 Households	Percent
LU4	Agriculture, forestry, mining, industrial, manufacturing, wholesale	58,519	25.4%
LU5	Retail trade (non-CBD)	59,452	25.8%
LU6	Service and office	43,473	18.9%
LU7	Finance, insurance, and real estate services (FIRES)	13,093	5.7%
LU8	Medical	30,883	13.4%
LU9	Retail trade (CBD)	6,932	3.0%
LU11	K–12 education employees	12,957	5.6%
LU12	Higher education employees	4,954	2.2%
Total Employees		230,263	100.0%

Figure B.05 **2022 Base Year Other Land Use Category Totals**

Code	Description	2022 Totals
LU3	Hotel, motel, or campsites	7,837 Rooms/sites
LU10	College and university commuter students	27,770 Students

SRTC Land Use Assignment

SRTC assigned UI Data employees to its land use categories based on their NAICS codes, which are included in UI Data. Figure B.04 shows employment by land use category.

Additional Assumptions

While SRTC attempted to contact all major employers, some were either unresponsive or unwilling to provide the requested data. In these cases, SRTC made assumptions regarding employment using the best data available from publicly available sources and SRTC’s previous land use updates.

Other Land Use Categories

In addition to population and employment, SRTC tracks hotel and motel rooms—including campsites—and higher education commuter students. This is done with Washington State Department of Health (DOH) Transient Accommodations (TA) data. Similar to employment, SRTC reviews and verifies hotel, motel, and campsite locations to account for any inaccuracies in the TA data.

Higher education commuter student data is obtained directly from colleges and universities in the region. Figure B.05 shows the totals for these land uses.

Land Use Forecast

As the metropolitan planning organization (MPO) for the Spokane region, SRTC is federally required to forecast transportation and land use conditions over at least a 20-year planning horizon.⁸ State law requires these forecasts to be consistent with local growth assumptions.⁹

SRTC coordinates with local jurisdictions to ensure consistency, however, its forecasts are not identical to those produced by local jurisdictions. There are two primary reasons for this: (1) to meet its federal requirements, SRTC forecasts to a different horizon year; and (2) to effectively project future transportation conditions, SRTC forecasts future growth at the TAZ level. Forecasts adopted by the Spokane County Board of Commissioners allocate their growth to the jurisdiction level only.

Population Forecast

SRTC's population forecast methodology consists of four primary steps: (1) establishing the population control total, (2) determining population capacity, (3) identifying recent and planned development, and (4) allocating population growth. This section details the methods SRTC used to complete these steps.

Establishing the Population Control Total

The countywide control total is the 2022 Growth Management Act (GMA) medium series projection for Spokane County, from the OFM.¹⁰

Determining Population Capacity

SRTC compiles parcel-level land quantity analysis (LQA) data, when available, from jurisdictions that have recently completed LQAs. This data is used to determine capacity in these jurisdictions. SRTC then performs a capacity analysis based on the methods described in the Department of Commerce's Buildable Lands Guidelines, for jurisdictions where parcel level LQA data is unavailable. This utilizes data from Spokane County's GIS and Assessor parcel data, as well as zoning and land use data from local jurisdictions. It consists of the following steps:

1. Identifying vacant and under-utilized land.
 - Parcels not containing a structure valued over \$5,000 were classified as vacant.¹¹
 - Parcels in the Urban Growth Area (UGA) with an improvement to land value ratio under 1:1 and zoned to allow for high density residential were classified as under-utilized.¹²
2. Removing land that is not suitable for development.
 - 20% of land was removed for utility and road rights of way on parcels larger than five acres.
 - Physical barriers that limit development were removed. These included (1) wetlands and 100-foot wetland buffers; (2) geologically hazardous areas and steep slopes of over 30%; and (3) protected open space.

8 This requirement is described in 23 CFR § 450.324.

9 This requirement is described in WAC 468-86-110.

10 SRTC will use the medium series 2050 Spokane County population from OFM's 2022 GMA county projections.

11 \$5,000 was selected as the threshold for identifying vacant land in response to subject matter expert (SME) team feedback suggesting that SRTC should be aggressive in identifying vacant land during the development of the previous update to this plan, Horizon 2045.

12 This is in response to SME team input regarding the importance of accounting for redevelopment. An Improvement to land value ratio of 1:1 has been selected based on the methods described in the Department of Commerce's Buildable Lands Guidelines (2018).

Unlike local LQAs, SRTC does not directly apply a market factor to calculate capacity. This is due to the logistic growth model used to allocate growth to TAZs. The model decreases growth rates as available resources (i.e., developable land) decrease.¹³ The purpose of market factors used in local LQAs is to account for the percentage of developable land is likely to remain undeveloped over the course of a planning period due to fluctuating market factors. Because the logistic growth model reduces growth rates as the supply of land decreases, it is essentially accounting for the same fluctuating market factors.¹⁴ Applying a market factor in addition to the logistic growth approach would overcount the land that is likely to remain undeveloped during the planning period. The logistic growth model is explained in more detail later in this section.

Identifying Recent and Planned Development

Prior to distributing growth to TAZs, local jurisdiction staff are given the opportunity to identify developments that have either: (1) recently occurred but are not captured in the base year data or (2) are approved or in process. SRTC also incorporates any existing market-based forecasts from subarea plans and studies. For a proposed development or forecast to be included, jurisdictions are required to submit documentation supporting the proposal (i.e., recorded plats, building permits, et cetera).

Distributing Population Growth to TAZ

Once recent and planned development is added, SRTC utilizes a logistic growth model to distribute growth among TAZs. TAZ capacities and historic growth are used as the model's inputs. The logistic growth function is applied to TAZ, resulting in TAZ growth rates diminishing as their populations approached their capacities. This is done by identifying the theoretical unconstrained growth rate (r -max) of the population (P) and reducing it as capacity (K) decreased. R -max is determined by fitting the logistic growth equation to the geography's historical growth. The following formula is used to determine a given geography's growth rate:

$$r - \max \left(1 - \frac{P}{K} \right)$$

Employment Forecast

Like the population forecast, SRTC's employment forecast consists of four primary steps: (1) establishing the countywide employment control total, (2) determining employment sector growth, (3) identifying recent and planned development, and (4) allocating employment growth. This section details the methods SRTC uses to complete these steps.

Establishing the Employment Control Total

Countywide job growth is expected to modestly outpace population growth over the coming decades. This expectation is based on both long-term employment projections and observed commuting patterns, which indicate that Spokane County will continue to attract workers from surrounding areas, gradually increasing the ratio of jobs to residents:

- ▶ **Long-term employment projections:** ESD projects that employment in the Spokane region will grow at an average annual rate of 1.70% between 2020 and 2030.¹⁵ In comparison, the OFM

¹³ More information on logistic growth can be found [HERE](#).

¹⁴ More information on market factors and their intended purpose can be found in the Department of Commerce's Buildable Lands Guidelines.

¹⁵ ESD Data Architecture Transformation and Analytics, "July 2022 Long-Term Aggregated Industry Employment Projections," <https://esd.wa.gov/jobs-and-training/labor-market-information/employment-and-wages/projections>.

GMA middle-series projections forecast an average population growth of 0.86% per year over the same period.¹⁶

- ▶ **Commuting trends:** Census LEHD data on commuting patterns shows a clear historical trend towards an increasing share of jobs in Spokane County being filled by workers residing outside the county (resulting in a rising ratio of jobs-to-population).¹⁷

While SRTC does not use capacity-constrained logistic modeling for employment as it does for population, the forecast assumes that the annual job growth rate will gradually slow after 2030, reflecting the flattening growth pattern projected for the population. Over the full 2022–2050 planning period, total employment is projected to increase at an overall effective annual rate of 1.02%.

Determining Employment Sector Growth

SRTC’s employment land use is divided into eight categories, as shown in Figure B.01. Each category is allocated a share of the region’s total projected employment growth based on ESD’s long-term aggregated industry projections for the Spokane region. Because the ESD projection’s sectors do not exactly match SRTC’s employment categories, SRTC uses a crosswalk table to calculate shares of each ESD sector, which are largely based on 2-digit NAICS codes, to apply to each SRTC employment category.

Identifying Recent and Planned Development

As with population, local jurisdiction staff are given the opportunity to identify developments that have either: (1) recently occurred but are not captured in the base year data or (2) are approved or in process. For a proposed development or forecast to be included, jurisdictions are required to submit documentation supporting the proposal (i.e., recorder plats, building permits, et cetera).

Distributing Employment Growth

SRTC distributes employment from the county control total to LADs, as opposed to jurisdictions, because employment growth trends do not necessarily follow jurisdiction boundaries. LADs are aggregations of TAZs that have been grouped to capture areas with similar economic characteristics.

LAD employment allocations are determined based on historical growth rates, by sector. These are derived from the Census Bureau’s LODES data, which is aggregated from Census Blocks to LADs. The resulting trend data is then fitted to countywide control totals.

As part of the final review process detailed in the next section, SRTC provides the LAD employment allocations to local jurisdictions to distribute the growth among TAZs.

Final Review

Upon completing initial TAZ-level population and LAD-level employment allocations, SRTC provides the draft forecast to jurisdictions to review these figures and distribute employment growth from TADs to TAZs within their boundaries. If a local jurisdiction disagrees with the forecast, they are provided with the opportunity to recommend changes. As with recent and planned development, jurisdictions are required to submit sufficient documentation supporting their recommendations in order for the changes to go into effect.

16 OFM Forecasting & Research, “2022 GMA Population Projections for Counties: 2022 to 2050,” <https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050>.

17 US Census Bureau, “LEHD Origin-Destination Employment Statistics (LODES) Version 8.0,” <https://lehd.ces.census.gov/data/>.

Demographic & Travel Behavior

The Horizon 2050 models are based on the demographic characteristics and travel behavior identified by the 2022 SRTC Household Travel Survey. The most recent major model updates occurred in 2022 using 2020 Census data and other information.

Demographics currently utilized in the model include household income, household size (in persons), and number of workers per household. For modeling purposes, the demographic characteristics included in the model are assumed to remain stable through the planning horizon.

Travel behavior is also discerned from the travel survey. Behaviors such as mode preference, number of trips per household per day, fluctuations in parking prices, and/or gas prices, may be revealed with additional travel surveys over time. However, the current model sets do not assume any fundamental changes in household travel behavior between the 2022 and 2050 models.

Forecasting Methods

The complexity of an MPO's forecasting methods can vary considerably, depending on current transportation conditions, and on the future transportation investments and policies being evaluated. Current forecasting methods and model details are described below.

Model Specification

SRTC utilizes the software program VISUM to run a traditional four step, trip-based model for travel forecasting. The four major steps of the modeling process are trip generation, trip distribution, mode choice, and network assignment.

Trip Generation

The model utilizes household characteristics and land use data to generate the demand for trips by trip purpose for each TAZ.

Trip Distribution

Trip demand that is generated in the trip generation step are distributed geographically throughout the region based on gravity model functions for the following trip purposes: home-based work (HBW), home based retail (HBR), home-based school (HBSc), home-based college (HBColl), home-based other (HBO), non-home based (NHB), and commercial (COM).

Mode Choice

The mode choice model uses a nested Logit structure. This structure takes into account that mode choice requires more than one decision point. Trip makers must first choose between auto, transit or walking/biking, and then they choose between driving alone or carpooling (auto) or walking or driving to transit (transit). The utility of a given mode varies by household characteristics and trip purpose, and includes variables such as travel time, distance, and parking costs (auto); perceived journey time (transit), and fares (transit).

Auto and Transit Assignment

The assignment step allocates trips to the active links and transit routes from origin to destination. The current model is run for all time periods; however, the model is primarily validated for the PM peak hour and the daily total.

Assignment Validation

The 2022 model assignment results are validated against the most recent traffic counts available using a screenline analysis. Transit assignment is validated to 2022 ridership and park and ride usage data.

Network Characteristics and TAZ System

Network characteristics vary slightly for each model in the Horizon 2050 model set. This is due to different projects and associated network changes that are present in each model. All existing and committed projects, including the regionally significant projects listed in Chapter 4, are included in the 2050 forecast model. The network characteristics described below are for the 2022 base model.

The modeled geography consists of 670 TAZs. This includes 622 standard “internal” zones, 34 external station zones, and 14 pseudo-zones representing park and ride locations. The TAZ system for the model region is shown in Figure B.06. External station zones are represented by triangles at the edge of the modeled geography with connectors into the model network.

There are more than 18,000 active links, or roadway segments, in the model (approximately 66,000 in total). Active links include all roadways classified as a collector or higher. In addition, a number of local roads are also activated for assignment to better reflect local travel patterns and transit routing. There are many inactive links that are included in the model for illustrative purposes; they are not utilized in the modeling process.

There are over 8,800 active nodes in the model (more than 24,000 total). Many nodes represent intersections and may be classified as signalized, two-way stop controlled, all-way stop controlled, roundabout, or uncontrolled.

The model uses zone connectors to emulate traffic generated on local roads, driveways or other local access. There are almost 4,200 connectors in the model; some of these connectors connect external zones or park and ride locations to the active links in the model network. A map of the model network is shown in Figure B.08. A complete summary of primary indicators from the model is provided in Figure B.09.

SRTC Model Transportation Analysis Zone (TAZ) System

- Internal TAZ
- External TAZ

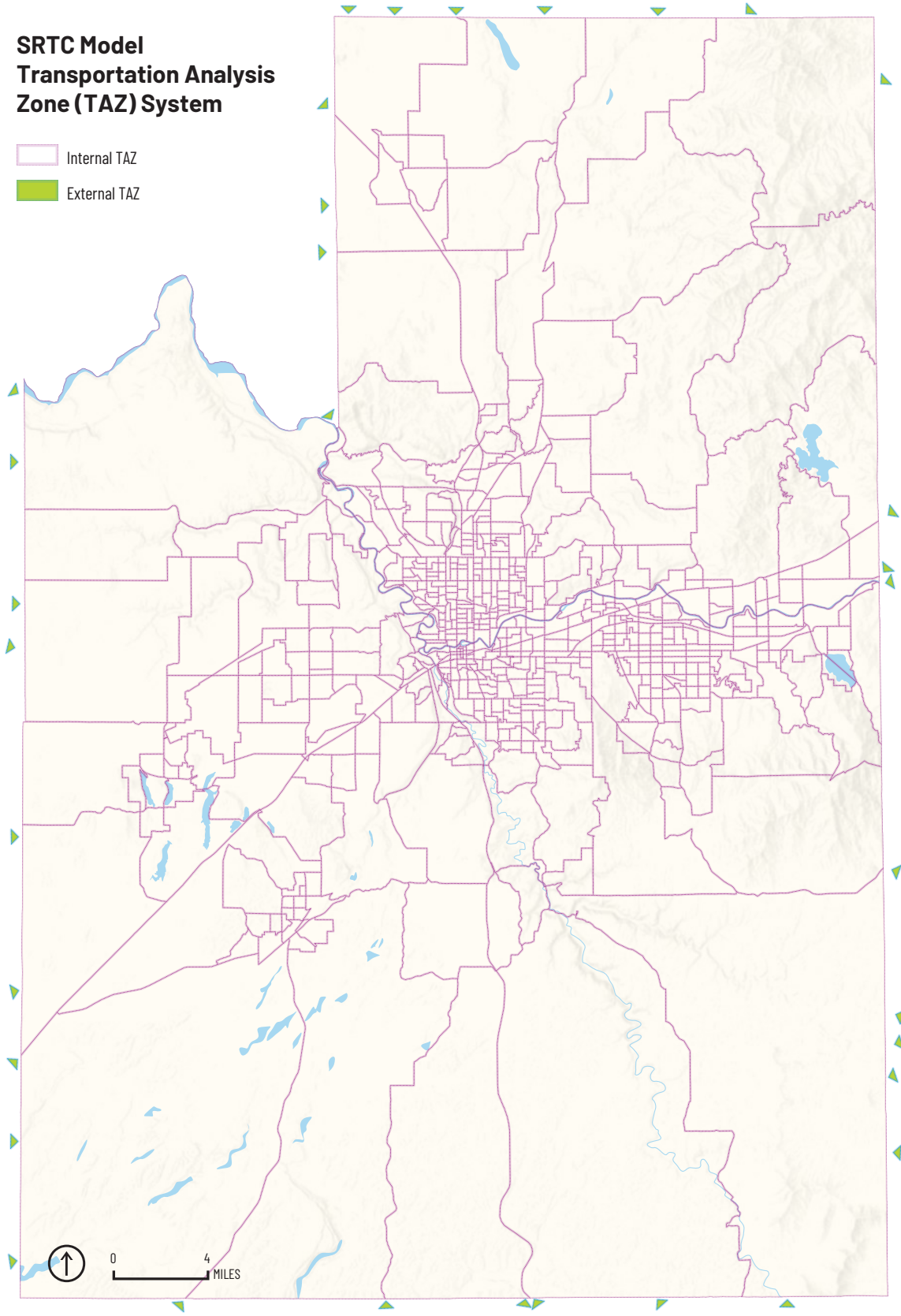


Figure B.06 **SRTC Model TAZ System**

SRTC Model Network

- Links (2022 Base/2050 Baseline Scenario)
- Future Links (2050 Build Scenario)

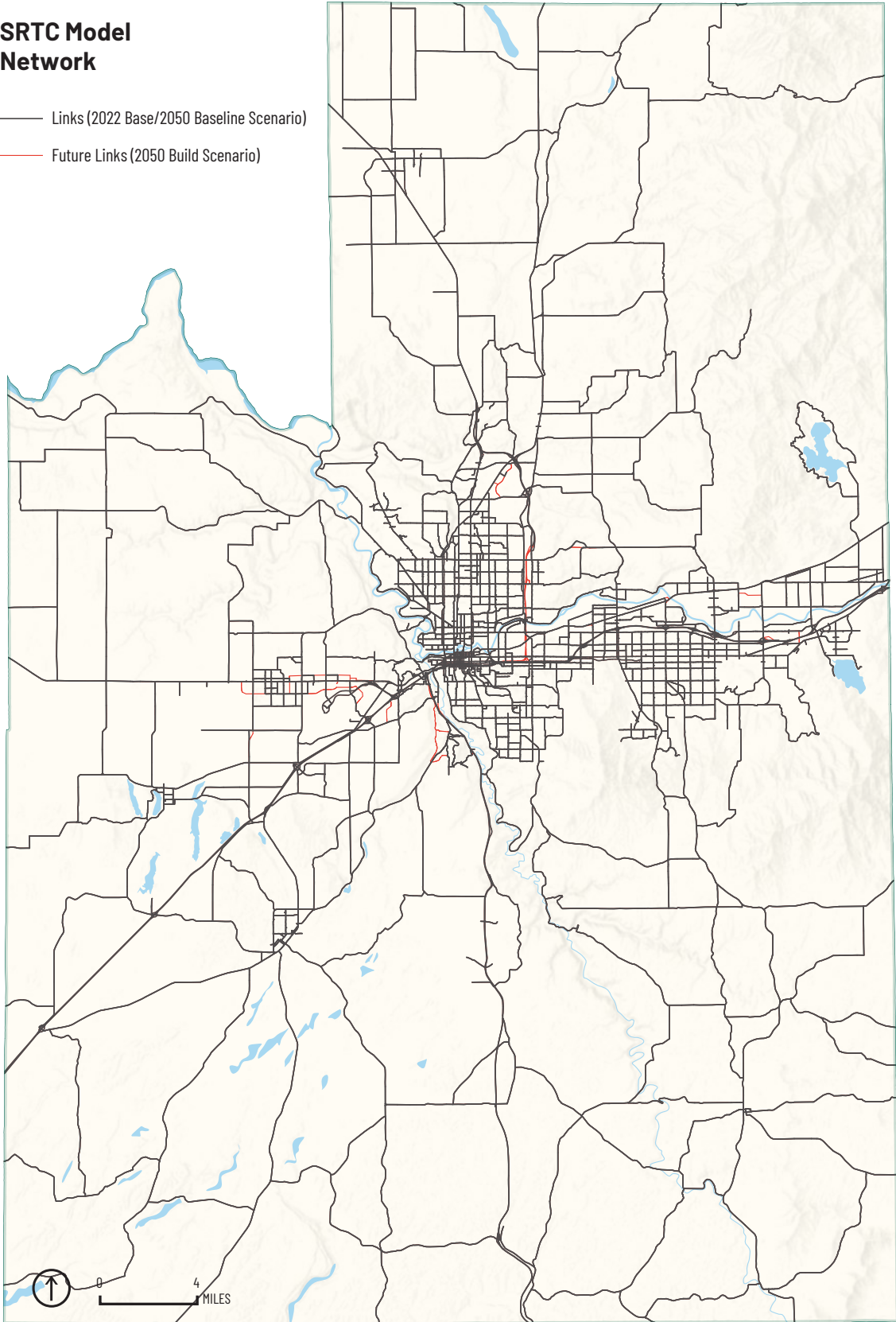


Figure B.07 **SRTC Model Network**

Figure B.08 **Summary of SRTC Model Primary Indicators**

Primary Indicators	2022 Base	2050 Baseline	% Δ Base to Baseline	2050 Build	% Δ Base to Build	% Δ Baseline to Build
Person trips (PrT)	2,208,782	2,806,610	27.1%	2,806,610	27.1%	0.0%
Vehicle trips (PrT)	1,750,921	2,388,674	36.4%	2,390,863	36.5%	0.1%
Linked transit passenger trips (PuT)	18,113	21,114	16.6%	27,515	51.9%	30.3%
Unlinked transit passenger trips (PuT)	21,979	25,726	17.0%	34,742	58.1%	35.0%
Park & Ride Trips (drive access) (PuT)	1,392	1,733	24.5%	2,167	55.7%	25.0%
Combined walk and bike trips	160,465	202,867	26.4%	193,187	20.4%	-4.8%
Single Occupancy Vehicle %	49.11%	50.13%	2.1%	50.15%	2.1%	0.0%
High Occupancy Vehicle %	36.18%	35.37%	-2.2%	35.46%	-2.0%	0.3%
Walk to bus %	0.76%	0.69%	-9.2%	0.90%	18.4%	30.4%
Drive to bus (park & ride) %	0.06%	0.06%	0.0%	0.08%	33.3%	33.3%
Walk %	6.08%	6.07%	-0.2%	5.73%	-5.8%	-5.6%
Bike %	1.19%	1.16%	-2.5%	1.15%	-3.4%	-0.9%
Daily VMT	10,287,110	14,377,277	39.8%	14,524,430	41.2%	1.0%
Daily Per Capita VMT	18.68	21.47	14.9%	21.69	16.1%	1.0%
Daily VMT Per HU	46.65	52.49	12.5%	53.03	13.7%	1.0%
PM Peak Hr VMT	810,123	1,111,688	37.2%	1,123,383	38.7%	1.1%
PM Peak Hr VMT Per HU	3.67	4.06	10.6%	4.1	11.7%	1.0%
Daily VHT	260,477	391,404	50.3%	382,421	46.8%	-2.3%
Daily Per Capita VHT	0.47	0.58	23.4%	0.57	21.3%	-1.7%
Daily VHT Per HU	1.18	1.43	21.2%	1.4	18.6%	-2.1%
PM Peak Hr VHT	21,558	32,813	52.2%	32,345	50.0%	-1.4%
PM Peak Hr VHT Per HU	0.1	0.12	20.0%	0.12	20.0%	0.0%
Daily VHD	43,030	85,215	98.0%	85,513	98.7%	0.3%
Daily Per Capita VHD	0.08	0.13	62.5%	0.13	62.5%	0.0%
Daily VHD Per HU	0.2	0.31	55.0%	0.31	55.0%	0.0%
PM Peak Hr VHD	4,211	8,696	106.5%	9,079	115.6%	4.4%
PM Peak Hr VHD Per HU	0.02	0.03	50.0%	0.03	50.0%	0.0%
Total Employment	231,250	307,772	33.1%	307,772	33.1%	0.0%
Housing Units (HU)	220,514	273,907	24.2%	273,907	24.2%	0.0%