

# **Appendix TR-3**

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**Jackson Township Specific Plan  
Revised VMT Analysis**



## MEMORANDUM

DATE: October 2, 2020

TO: Todd Smith | Sacramento County

FROM: Benjamin Rady and David Tokarski | DKS Associates

SUBJECT: Jackson Township Specific Plan Revised VMT Analysis

Project # 13049-000

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Pursuant to Senate Bill (SB) 743, transportation impacts under CEQA may no longer be measured with automobile delay and level of service (LOS) post July 1, 2020. CEQA guidelines (Section 15064.3) state that vehicle miles traveled (VMT) is generally the most appropriate metric for determining transportation related impacts under CEQA. While VMT was previously calculated for the proposed Jackson Township development traffic impact analysis, the applied methodologies were not consistent with recently adopted guidance from Sacramento County. The purpose of this technical memorandum is to document revised VMT calculations that are consistent with the County's Transportation Analysis Guidelines published July 1, 2020.

VMT metrics associated with the residential components (VMT per capita) and commercial (office) components (VMT per employee) of the project are summarized herein. Retail components are not subject to efficiency metrics (VMT per employee), but rather net change in VMT. This memorandum also summarizes the County's thresholds, which are based on regional averages calculated from the travel demand model. The project's VMT-reducing features and mitigations are also documented.

The Governor's Office of Planning and Research (OPR) VMT Guidelines do not require VMT analysis as a measure of significance for Draft EIR documents published prior to July 1, 2020. As the Jackson Township Draft EIR was published in advance of this date, the analysis presented in this Memorandum is intended to be informational.

### VMT REDUCTIONS ASSUMED AS PART OF THE PROJECT

Residential VMT per capita and office VMT per employee associated with the Jackson Township Alternative 2 development exceed the County's VMT thresholds, which are defined as 85 percent of the respective regional averages. Exceedance of either of these metrics indicates a transportation impact for projects subject to CEQA after July 1, 2020. The project has identified feasible VMT reduction measures that substantially reduce the project's impact. The VMT mitigation strategies described below have been defined as part of the project and include strategies identified in the

County's Transportation Analysis Guidelines and the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures report.

## MODELED VMT REDUCTION MEASURES

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The Jackson Township project has several VMT reduction measures that have been incorporated into the project design or are required by Jackson Township's Air Quality Mitigation Plan, GHG Reduction Plan, or the project's Development Agreement. These VMT reducing features are already reflected in the "with-project" scenario as part of the project baseline and will not be double-counted when determining the effectiveness of additional VMT mitigation strategies.

The following project VMT reductions from the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* report are assumed as part of the project description and are included in the model (numbering is presented for informational purposes):

- Project is located in a suburban center within approximately 10 miles of the Sacramento downtown central business district and less than 5 miles from other existing high-density commercial/job center areas (LUT-2 and LUT-3).
- Project is located adjacent to other planned developments such that single-use trips are minimized, i.e., there are more pass-by and diverted trips (LUT-3 and LUT-4).
- Project provides a compact mix of land uses in close proximity to each other with a highly connected street and trail network (LUT-3).
- Project design is for high and medium density housing for over half of the total project dwelling units (LUT-1).
- Housing density is better than 9.5 dwelling units per acre (LUT-1).
- Approximately 15 percent of the total commercial square footage is dedicated to a mixed-use facility that combines residences and commercial/retail uses (LUT-3).
- Most residential units are within 1,320 feet (one-quarter mile) of a neighborhood park, open space, school, and/or bicycle/pedestrian trail (LUT-3).
- Most residential units are less than one-half mile from shopping and services (LUT-4).
- Project design includes locating at least four schools within the project boundaries such that most students can walk to a local school (LUT-3 and LUT-4).
- Project design includes at least eight parks within the project boundaries such that residents can walk/bike to enjoy the parks (LUT -3 and LUT-4).
- Project design is based on a network of streets in a grid pattern (LUT-8).
- Project design includes access to high frequency bus service that connects to the Watt/Manlove light rail station (LUT-5).
- Bus routes are signalized in order to avoid traffic delays (TST-4).
- Project includes an on-site transit center and park and ride facilities along the designated transit route of Jackson Highway (LUT-5, TST-1, TST-2, TST-3, and RPT-4).
- Project funding and design will result in bus headways of 15 minutes or better (TST-1, TST-4, RPT-2, and RPT-3).
- Project includes assessments for regional transportation improvements (RPT-3).

## OFF-MODEL VMT REDUCTION MEASURES

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In addition to the CAPCOA strategies listed above, several additional VMT reducing features have been assumed as part of the project definition/design. These project features are not amenable to quantification through travel demand modeling. Although these features may reduce project VMT, they have not been incorporated in the VMT calculations or considered as mitigation for the project.

The following CAPCOA reduction measures are assumed as part of the project design or required by the Air Quality Mitigation Plan, the GHG Reduction Plan, or the project's Development Agreement, but are not included in the "with project" models:

- Project includes below market rate housing (LUT-6).
- Project design promotes a multi-modal system that makes public transit, walking, and bicycling viable and attractive travel choices for residents and employees. Features include:
  - Adequate bike parking at non-residential locations, including the transit center and park and ride locations (SDT-6)
  - Showers/lockers and other end of trip facilities at non-residential buildings (SDT-6)
  - Long-term bike parking facilities (SDT-6)
- Project includes an extensive pedestrian path and trail system that is convenient and accessible from homes, school, parks, employment and shopping (LUT-8).
- Pedestrian and bike paths minimize any barriers to pedestrian/bicycle use, e.g., fences, berms and other impediments are eliminated where possible (LUT-8).
- Project subsidizes bus rapid transit lanes on Jackson Highway (TST-1, TST-4, and RPT-3).
- Project includes joining a Transportation Management Association (TMA) funded through assessments (RPT-3). Although the project will include a TMA, no VMT reduction from the TMA has been calculated or included in the Traffic Study. As part of the TMA, the Project may be subject to the following list of potential reduction measures.
  - Transit shuttles. No additional CAPCOA estimated VMT reduction as these improvements are already included in the regional travel demand model.
  - Subsidies. The TMA that includes the Project is assumed to not include subsidies.
  - Transportation plans.
  - Guaranteed ride home program.
  - Education programs.
  - Infrastructure support.

This document acknowledges that the above off-model VMT reduction measures have been computed using CAPCOA in the Kimley-Horn memorandum dated September 8, 2020 in **Attachment A**.

## VMT ANALYSIS

Following the County's Transportation Analysis Guidelines, the applicable metrics are VMT per capita for residential land uses and VMT per employee for commercial (office) and industrial uses. For Retail, to the OPR recommended efficiency metric is total net change in VMT. The project's VMT

per capita and VMT per employee are compared to a threshold of 85 percent of the regional average for each metric. Regional averages are calculated in this memorandum to be consistent with SACOG’s SACSIM15 travel demand model, which was used for all of the project’s transportation analysis.

County guidelines require that each land use be analyzed separately when identifying impacts. The residential, employment, and retail land uses of the project are discussed below.

### **RESIDENTIAL COMPONENTS (VMT PER CAPITA)**

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For residential land uses, VMT per capita is the operative metric for CEQA impact analysis. It includes all vehicle tours (both work/commute vehicle tours and non-work vehicle tours) that start and end at a residence. Home-based tours reflect travel for work, school, recreation, and shopping, but exclude travel that begins and ends away from the home location.

An example of a work/commute vehicle tour that is captured in the VMT per capita calculation may start at a residence, include a stop to drop a child off at school before proceeding to the work site, and a return to the residence with a stop to pick up dinner. A midday subtour beginning and ending at the work site to eat lunch at a restaurant would not be included. A non-work vehicle tour starts that begins and ends at home may also include intermediate stops. VMT from these tours must include full mileage of the entire tour, including all stops.

VMT per capita is calculated by first combining VMT from home-based tours generated throughout the day at a residential unit. The home-based VMT for all residential units in the project area is summed and divided by the total resident population of the project, resulting in the project’s VMT per capita.

Table 3-3 of the County’s Transportation Analysis Guidelines identifies the threshold of significance as 85 percent of the baseline (no project) regional average VMT per capita. If the regional VMT per capita from the residential component of the “with-project” model runs exceeds this threshold, the project is determined to require VMT reduction.

### **OFFICE COMPONENTS (VMT PER EMPLOYEE)**

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For non-residential land uses, VMT per employee is used to evaluate commercial (office) and industrial VMT. It includes all commute vehicle tours that begin and end at an employment location. A commute tour may include intermediate stops. An example commute tour begins at a residence, includes a stop to drop a child off at school, includes a stop for breakfast, and ends at a place of work.

VMT for commute tours are summed to the employment location of each tour. The commute VMT for all employment locations in the project area is summed and divided by the total employment of the plan area.

All office land uses in Jackson Township are included in a single transportation analysis zone (TAZ). As such, office VMT per employee is calculated based on results from that TAZ. There are no screening criteria applicable to the office land uses in Jackson Township.

Results from the “with-project” model runs were compared to the baseline (no project) results to determine if the project’s office component exceeds 85 percent of the regional average VMT per Employee, per Table 3-3 of the County’s Transportation Analysis Guidelines.

## RETAIL VMT ASSESSMENT

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The County distinguishes between local and regional serving retail land uses. Local serving retail is defined as having up to 200,000 square feet of total gross floor area in growth areas, or with a market area of 3 miles or less. Some retail land use designations within Jackson Township were determined to fit within the local serving retail definition and could be screened from further VMT analysis. County staff were consulted and confirmed that two parcels in retail designated TAZs in Jackson Township might potentially be considered regional serving. As such, the likely net VMT change resulting from the remaining two retail parcels were qualitatively assessed. This qualitative assessment is described below.

### PROXIMITY TO COMPETING REGIONAL RETAIL SITES

The applicant team identified all regional serving name brand retail stores within a ten-mile radius of the Jackson Township specific plan site. The two regional retail sites (planned to be a hardware store and a discount superstore) are located midway between competing name brand sites, providing intervening opportunities for potential customers. All but one competing retail site is located further than five linear miles (as the crow flies) from the project. Competing name brand site locations within ten-miles of the project site are provided in **Attachment B**.

As the Jackson Township Alternative 2 regional retail sites would effectively fill the gap of like retail purposes in the area, it is expected that vehicle trip-tours produced from currently underserved areas, such as the Rancho Murieta and Independence at Mather communities, would be significantly shortened. Trip lengths from these sites would be further reduced with the completion of the neighboring Mather South, NewBridge, and West Jackson specific plan areas.

Based on this qualitative assessment, the Jackson Township Alternative 2 regional retail sites are considered at minimum to be VMT neutral. Given that these sites represent intervening opportunities that will serve to shift travel demand from more distant locations suggests that a net decrease in VMT is not only plausible, but likely.

## VMT ANALYSIS RESULTS

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**Table 1** shows the results for SACSIM15 VMT per capita and VMT per employee with- and no-project under Existing and CEQA Cumulative conditions. Any “with-project” result over 85% may be considered an impact per the County’s Transportation Analysis Guidelines.

**TABLE 1: VMT ANALYSIS RESULTS**

	VMT PER CAPITA (% REGIONAL AVG.)	RETAIL: QUALITATIVE ASSESSMENT	OFFICE VMT PER EMPLOYEE (% REGIONAL AVG.)
EXISTING REGIONAL AVERAGE	17.9 (100%)	N/A	19.1 (100%)
THRESHOLD OF SIGNIFICANCE	15.2 (85%)	Net increase in VMT	16.3 (85%)
EXISTING PLUS JACKSON TOWNSHIP ALTERNATIVE 2	<b>21.9 (122%)</b>	Plausible net decrease	<b>23.0 (121%)</b>
CEQA CUMULATIVE REGION	17.2 (100%)	N/A	17.3 (100%)
CEQA CUMULATIVE THRESHOLD OF SIGNIFICANCE	14.6 (85%)	Net increase to VMT	14.7 (85%)
CEQA CUMULATIVE JACKSON TOWNSHIP ALTERNATIVE 2	<b>16.6 (97%)</b>	Likely net decrease	<b>19.8 (114%)</b>

Note: Bold cells exceed County standard of significance (greater than 85% of regional average).

Source: DKS Associates, 2020.

Results indicate that the Jackson Township Alternative 2 project VMT per capita and VMT per employee exceed the County’s draft significance threshold under both the Existing and CEQA Cumulative scenarios. The project is expected to generate VMT per capita and VMT per employee greater than the regional average threshold.

## MITIGATION MEASURES

Even accounting for the VMT reducing features of the project, project VMT exceeds the County’s thresholds of significance and would be considered an impact if the draft environmental impact report were published after July 1, 2020. This section presents an analysis of the effectiveness of several additional measures that could be implemented to reduce VMT to the most feasible extent. These additional measures include:

- the enhanced transit program mitigation measure previously identified in the published DEIR,
- participation in Transportation Demand Management employer-based trip reduction services, and
- participation in an active benefit zone of County Service Area Number 10 to implement transportation-related services to reduce vehicle trips.

## ENHANCED TRANSIT PROGRAM FOR JACKSON TOWNSHIP

The Applicant will be implementing a program to provide a non-revocable funding mechanism that would pay for bus and/or shuttle operations between the project and the Manlove Light Rail

Station. The non-revocable funding mechanism would be administered by the County and would provide residents and employees of Jackson Township with transit passes that would access the entire Regional Transit system. The VMT reduction from this program has been modeled in SACSIM15 and would result in a VMT reduction of 0.6 percent.

## **TRIP REDUCTION SERVICES**

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Trip Reduction Services (TRS) are an important part of the Jackson Township Specific Plan (JTSP) and compliance with the County General Plan Policy LU-120. The Urban Services Plan (USP) identifies the costs of implementing and operating the TRS necessary to meet these goals and policies and recommends a financing mechanism for the identified services for approval by the County. The Jackson Township project may include additional services that are above the required services and include and finance said services with the same program.

Jackson Township shall cooperate with the County in establishing a special financing mechanism for the project area to fund the TRS described in, and consistent with, the Approvals for the JTSP, the USP, and the PFFP. Such financing mechanism shall be established and the resulting annual service charge, fee or tax or other mechanism shall be imposed on each residential unit and non-residential unit to fund all aspects of the TRS, including, but not limited to, capital, maintenance, and operational costs. This mechanism shall be approved prior to the recordation of the first final small lot subdivision map or issuance of any building permit within the project area, whichever may occur first. Grading permits may be issued within the project area prior to implementation of the financing mechanism.

The TRS shall be provided to the residents and non-residential uses within the project area. TRS shall be phased as development occurs and supported by transit funds generated from the project as it builds out such that services are available to establish trip reduction behavior within JTSP phases. TRS may include, but shall not be limited to, including membership in a transportation management association, commute trip reduction, transit services, transit improvements, rideshare matching and vanpool coordination, commuter financial incentives, telework and/or flextime support, guaranteed ride home programs, parking management, shared parking coordination, special event transport management, transportation access guides, wayfinding, and multi-modal navigation tools.

The County acknowledges that recent advancements in technology and transportation network companies have occurred subsequent to the adoption of the 2030 General Plan policies requiring provision of transit service. The goal of TRS is to improve air quality and reduce greenhouse gas emissions by encouraging alternate modes of travel. Alternatives to the TRS may be considered by the County if it can be demonstrated that an equivalent reduction in vehicle miles traveled or transportation mode split, as documented in the JTSP transportation impact study, can be achieved.



## **CSA 10 ANNEXATION INTO OR FORMATION OF BENEFIT ZONE**

County Service Areas are the County's proposed financing mechanisms for TRS'. County Service Area Number 10 (CSA 10) was established to mitigate air quality impacts of new development by implementing transportation-related services that would reduce vehicle trips. CSA 10 is coextensive with the portions of the unincorporated county within the urban services boundary (USB), with the exception of Cordova Hills Special Planning Area, which is within County Service Area Number 13 (CSA 13).

Benefit Zone No. 3 (Zone 3) was formed in June 2006 to include the North Vineyard Station Specific Plan Area and is presently the only active CSA 10 benefit zone. Annexations to Zone 3 occurred in December 2013 and August 2015 to include the Florin Vineyard Community Plan and Wildhawk North development areas. Rezone Condition of Approval No. 89 for Easton requires annexation to an active zone of CSA 10. In March 2020, Board of Supervisors approved a proposal to create Benefit Zone No. 4 (Zone 4) to encompass Easton Place and Glenborough at Easton, which will take effect after approval of the property owners.

The formation of a benefit zone requires an Engineer's Report describing the services to be funded and appropriate service charges. Service charges are based on dwelling unit equivalent (DUE) rates for both residential and non-residential development and assessed annually with the collection of property taxes. The services to be provided by CSA 10 for an active benefit zone are intended to serve exclusively the users associated with properties within the benefit zone. Services may be contracted through a transportation management association (TMA) and may include:

- Transit Shuttles — shuttles for residents and/or employees between residential areas, employment centers, shopping and service centers and light rail stations and/or other public transit options;
- Guaranteed Rides Home — free taxi rides or rental cars for ride sharers in case of an emergency;
- Subsidies — financial assistance to encourage residents and employees to use transit or other alternative transportation measures, such as alternative fuel vehicles;
- Transportation Plans — plans which guide employers and resident groups on the implementation of trip reduction programs such as ride share matching and vanpools;
- Education Programs — various programs such as education of transit options, home office set up, alternative commute opportunities, and walking/bicycling programs for schoolchildren;
- Infrastructure Support — additional bike racks and lockers, transportation alternative and ride share informational boards/kiosks, transit facilities;
- Transportation Coordinator Training and Support — instruction in mobility (transportation alternatives) for residential groups and work site coordinators.

The Jackson Township project proposes to provide many of the above listed services as a mitigation measure, through the Air Quality Mitigation Plan, the GHG Reduction Plan, or the Development Agreement. Funding would be provided through annexation into, or formation of, an active benefit zone of CSA 10 (or similar non-revocable funding mechanism).

It should be noted that many of the services provided by CSA 10 overlap with VMT mitigation strategies in the SB 743 technical advisories and implementation guidance from OPR. This is because VMT is a proxy for GHG emissions. The project's commitment to participate in an active benefit zone of CSA 10 for air quality and GHG mitigation will necessarily result in VMT reductions.

## CONCLUSIONS

The results from Table 1 indicate that the Jackson Township Alternative 2 project is expected to generate more than the 85% of regional average threshold for both VMT per capita and VMT per employee metrics. In all but one case, the project exceeds the County Guidelines threshold by more than 30%. Note that the CAPCOA report recommends that the aggregated effects of multiple VMT reducing measures not exceed 30% in suburban locations. VMT for retail uses is expected to be plausibly reduce net VMT in the Existing Condition and will likely reduce VMT in the CEQA Cumulative Condition.

It is therefore recommended that the project implement all VMT reducing measures identified as part of the project and identified in the Air Quality Mitigation Plan, the GHG Reduction Plan, and the Development Agreement. Jackson Township will also fund an enhanced transit program and cooperate with the County in establishing a non-revocable financing mechanism for the project area to fund the TRS by seeking annexation into, or the formation of, an active benefit zone of CSA 10.

## **ATTACHMENT A**

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### **KIMLEY HORN VMT CALCULATION MEMORANDUM**

**To:** Jim Wiley, Taylor & Wiley  
**From:** Matt Weir, PE, TE, PTOE  
**Re:** **Jackson Township – Revised VMT Analysis**  
**DRAFT Peer Review**  
**Date:** September 8, 2020

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As requested, we have completed a review of DKS Associates' (DKS) *Jackson Township Specific Plan Revised VMT Analysis Memorandum* dated August 11, 2020. A marked up PDF with Kimley-Horn comments on the memorandum was sent separate from this memorandum. This memorandum provides additional information regarding the off-model VMT reduction measures.

On Page 3 of DKS' memo, off-model VMT reduction measures are summarized, however VMT reductions for each measure are not quantified. To assist with the quantitative evaluation of the project's various measures we have prepared estimated VMT reductions below in **Table 1**. Please note that these estimated reductions for each proposed measure are per the California Air Pollution Control Officers Association's (CAPCOA)<sup>1</sup>. Based on this evaluation, each of the projects' land uses are anticipated to experience the following VMT reductions (commute trips and non-commute trips):

- Residential Commute VMT = 14.0% VMT **reduction**
- Residential Non-commute VMT = 1.0% VMT **reduction**
- Office Commute VMT = 14.3% VMT **reduction**
- Office Non-commute VMT = 1.3% VMT **reduction**
- Retail Commute VMT = 14.3% VMT **reduction**
- Retail Non-commute VMT = 1.3% VMT **reduction**

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<sup>1</sup> *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA, August 2010.

Table 1 – Estimated VMT Reductions for Off-Model VMT Measures

#	Measure	CAPCOA Reference #	Estimated VMT Reduction (Commute Trips)	Estimated VMT Reduction (Non-Commute Trips)	Methodology
1	Project includes Below Market Rate (BMR) housing	LUT-6	Residential = 0.4% Office = 0% Retail = 0%	Residential = 0.4% Office = 0% Retail = 0%	<p>CAPCOA recommends the VMT reduction as the following:</p> <p>VMT reduction = 4% * Percentage of units that are Below Market Rate (BMR)  VMT reduction = 4% * 10% BMR  VMT reduction = 4% * 0.10  VMT reduction = 0.4%</p> <p>Based on assumption that 34% of the land use is required to be zoned high-density to support RHNA, as a practical matter it is anticipated to result in approximately 10% of total housing being either moderate income or less.</p> <p>This applies to all trips, i.e. commute trips and non-commute trips.</p>
2	<p>Project design promotes a multi-modal system that makes public transit, walking, and bicycling viable and attractive travel choices for residents and employees. Features include:</p> <ul style="list-style-type: none"> <li>o Adequate bike parking at non-residential locations, including the transit center and park and ride locations</li> <li>o Showers/lockers and other end of trip facilities at non-residential buildings</li> <li>o Long-term bike parking facilities</li> </ul>	SDT-6	Residential = 0% Office = 0.625% Retail = 0.625%	Residential = 0% Office = 0.625% Retail = 0.625%	<p>CAPCOA recommends a 0.625% VMT reduction for bicycle parking in non-residential projects (i.e. office uses).</p> <p>This applies to all trips, i.e. commute trips and non-commute trips.</p>

#	Measure	CAPCOA Reference #	Estimated VMT Reduction (Commute Trips)	Estimated VMT Reduction (Non-Commute Trips)	Methodology
3	Project includes an extensive pedestrian path and trail system that is convenient and accessible from homes, school, parks, employment, and shopping.	LUT-8	Residential = 0.625% Office = 0.625% Retail = 0.625%	Residential = 0.625% Office = 0.625% Retail = 0.625%	CAPCOA recommends a 0.625% VMT reduction.  This applies to all trips, i.e. commute trips and non-commute trips.
4	Pedestrian and bike paths minimize barriers to pedestrian/bicycle use (e.g., fences, berms, and other impediments are eliminated where possible).	LUT-8	N/A	N/A	Combined with Measure #3.
5	Project includes joining a Transportation Management Association (TMA) funded through assessments. Although the project will include a TMA, no VMT reduction from the TMA has been calculated or included in the Traffic Study.		Residential = 13% Office = 13% Retail = 13%		<p>Participation in the TMA would entail access to the following list of potential measures provided by the TMA, as described on page 8 of the VMT Analysis memorandum. Listed below is each potential service provided by the TMA for informational purposes. However, it is unlikely that the TMA would provide all these services. Therefore, for the purposes of estimating the VMT reduction, it was only assumed that the Guaranteed Ride Home program and the Education Programs would be included (shown in <b>bold</b>).</p> <ol style="list-style-type: none"> <li>1) Transit shuttles – 0% VMT reduction assumed because transit was already mentioned in the travel demand model.</li> <li>2) <b>Guaranteed Ride Home Program – Additional 9% VMT reduction based on study by William B. Menczer</b></li> <li>3) Subsidies - CAPCOA (TRT-4) recommends a VMT reduction equal to % reduction in commute trips * % employees eligible * adjustment from trips to VMT             <ol style="list-style-type: none"> <li>a. VMT % Reduction = 7.9% (for low density suburb with \$2.98 daily subsidy) * 100% eligible * 1.0</li> </ol> </li> </ol>

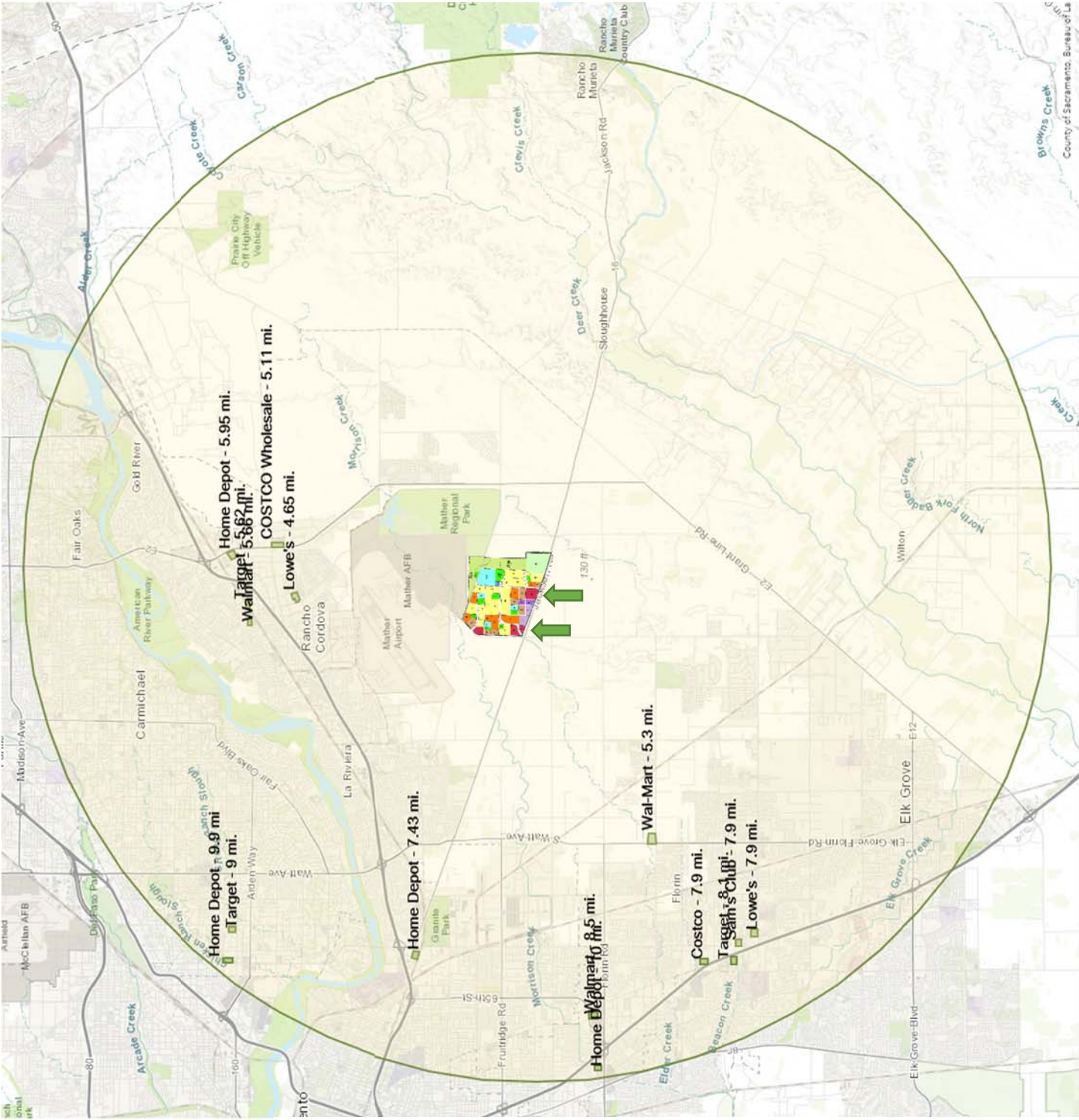
#	Measure	CAPCOA Reference #	Estimated VMT Reduction (Commuter Trips)	Estimated VMT Reduction (Non-Commuter Trips)	Methodology
					<p>b. VMT % Reduction = 8%</p> <p>4) Transportation Plans – combined with Education Program below, this does not expressly include the implementation of vanpools and ridesharing</p> <p>5) <b>Education Programs - CAPCOA (TRT-7) recommends a VMT reduction equal to % reduction in commute trips * % employees eligible * adjustment from trips to VMT</b></p> <p>a. VMT % Reduction = 4% * 100% eligible * 1.0</p> <p>b. VMT % Reduction = 4%</p> <p>6) Infrastructure Support – Already included in Measure #2</p> <p>Transportation Coordinator Training and Support – combined with Education Programs</p>
6	Project includes assessments for regional transportation improvements.		N/A	N/A	No additional VMT reductions taken because these improvements are already included in the regional travel demand model.
Combined Total			Residential = 14.0% Office = 14.3% Retail = 14.3%	Residential = 1.0% Office = 1.3% Retail = 1.3%	

## **ATTACHMENT B**

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### **COMPETING RETAIL LOCATIONS**





## **JACKSON TOWNSHIP**

### ***Retail Market Area Study***

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Home Depot  
2756 Sunrise Blvd, Rancho Cordova, CA 95742

Target  
10881 Olson Dr, Rancho Cordova, CA 95670

Walmart  
10655 Folsom Blvd, Rancho Cordova, CA 95670

Costco  
11260 White Rock Rd, Rancho Cordova, CA 95742

Lowe's  
3251 Zinfandel Dr, Rancho Cordova, CA 95670

Home Depot  
8000 Folsom Blvd, Sacramento, CA 95826

Target  
1919 Fulton Ave, Sacramento, CA 95825

Home Depot  
4641 Florin Rd, Sacramento, CA 95823

Walmart  
6051 Florin Rd, Sacramento, CA 95823

Home Depot  
2000 Howe Ave, Sacramento, CA 95825

Walmart  
8915 Gerber Rd, Sacramento, CA 95829

Costco  
7981 E Stockton Blvd, Sacramento, CA 95823

Target  
6507 4th Ave, Sacramento, CA 95817

Sam's Club  
8250 Power Inn Rd, Sacramento, CA 95828

Lowe's  
8369 Power Inn Rd, Elk Grove, CA 95624